

Oct 29 '54

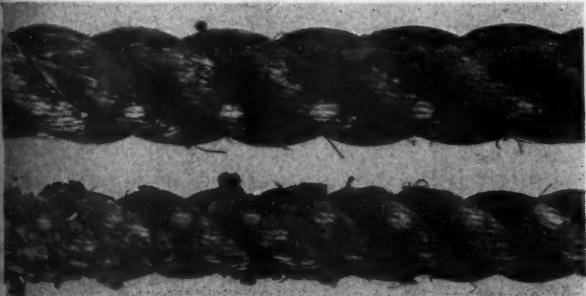
NATIONAL FISHERMAN

OCTOBER
1954

Formerly ATLANTIC FISHERMAN

MISSOURI RIVER FLOOD

Proves Columbian Anti-Rot Treatment Really Works



Soaked in water, caked with mud, baked in the heat of the sun . . . a carload of Columbian rope was reclaimed from flood waters . . . and still exceeded government breaking strength specifications for new Manila rope!

One of the outstanding tests in the 10-year course of field trials of Columbian Anti-Rot Treatment was this one — conducted at the whim of Mother Nature.

In July 1951, a carload of Columbian Manila Rope, treated with experimental quantities of our new fungi-static lubricant, was swamped in the Missouri River Flood that hit Kansas City.

After 15 days under mud and water — and two weeks in 90 degree temperatures outside — the boxcar arrived in Auburn, N. Y., for inspection.

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Every foot of Columbian Manila Rope is adequately protected against decay for YOUR climate, YOUR uses, YOUR methods of handling!

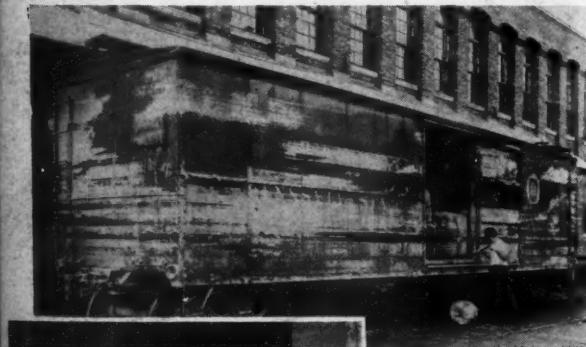
**COLUMBIAN ROPE COMPANY
AUBURN, N. Y. "The Cordage City"**

The Rope with the Red, White and Blue Markers



• Submerged boxcar arrived in Auburn with doors jammed shut — took muscle and crowbar to pry open.

• What a mess! Tumbled rope — mud-caked coils — and 9" of silt on the boxcar floor!



Motorists: here's proof...

Gulf's cleaner-burning, super-refined gasoline solves today's No. 1 engine problem!



Laboratory tests promised...

... these *immediate* and *lasting* benefits from this new, super-refined fuel:

More complete engine protection than from the so-called "miracle-additive" gasolines. Why? Because Gulf refines *out* the "dirty-burning tail-end" of gasoline (the No. 1 troublemaker in high-compression engines)—and then treats this new Super-Refined NO-NOX to give it a *complete range of protective properties*. It protects every part it touches against carbon, rust, gum.

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No knock, no pre-ignition. Why? Because the anti-knock power of new Gulf NO-NOX has been stepped up to an all-time high.

Stall-proof smoothness. Instant starts, too—and fast, fuel-saving warm-up.

That's why new Super-Refined Gulf NO-NOX gives your engine more power-with-protection than you've ever known.



Road tests proved...

These cars, powered by New Gulf No-Nox, actually performed better than new... after 15,000 miles!

True! After 15,000 miles per car—covering all conditions of city and country driving—Gulf test cars showed these results:

- Higher-than-new horsepower!
- Better-than-new on gasoline mileage!
- And not a single trace of carbon knock or pre-ignition at any time—even on the steepest mountain grades!



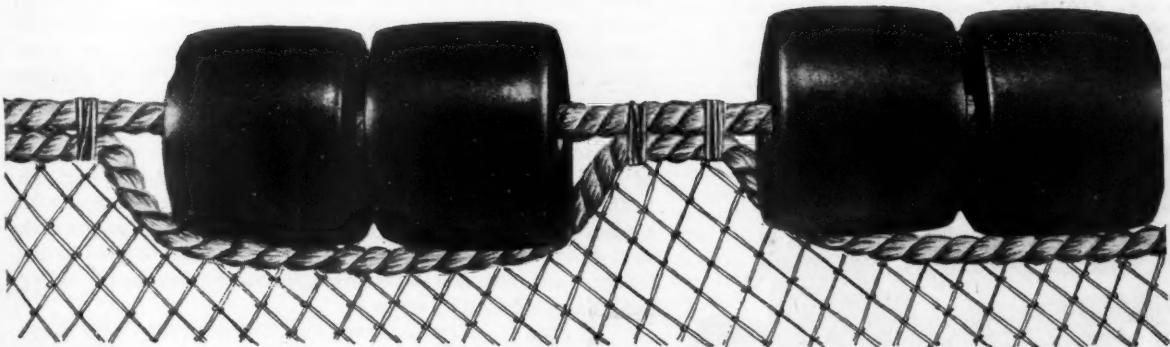
COMPLETELY NEW! SUPER-REFINED

New Gulf No-Nox

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give you these advantages:

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These Spongex floats are brand new. Your supplier may not have them yet. If not, let us know your needs. Write

B. F. Goodrich Sponge Products Division

43 Derby Place, Shelton, Connecticut



Lower Away. Canal Barge Company dispatch boat goes to work while towboat and barge wait in the Harvey Canal for traffic to clear at the Harvey Locks near New Orleans, Louisiana. Dispatch boat is an 18-foot Allecweld all-steel hull speedboat built by Standard Boat and Motor Company of St. Louis, Mo. Power is a 105 h.p. Chrysler Ace Special Engine.

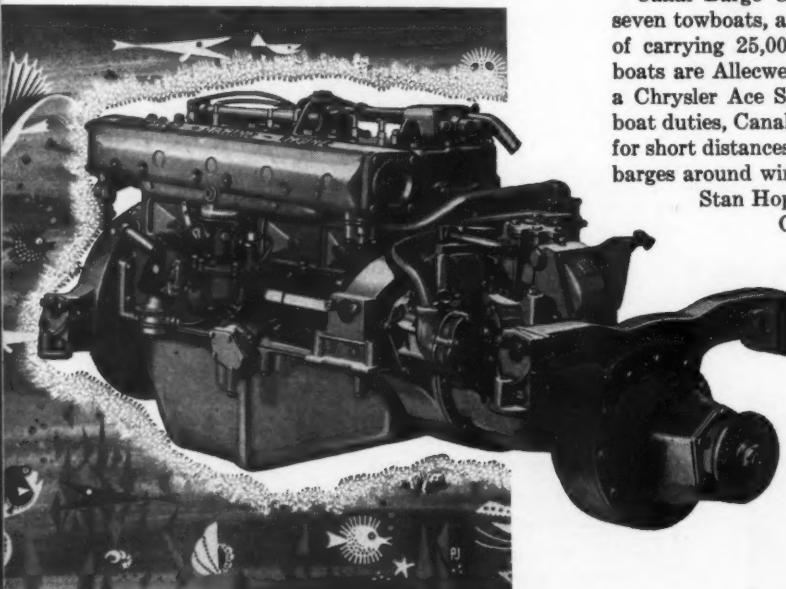
Chrysler-Powered Boats

Do mighty jobs on the mighty Mississippi . . .

Through the heartlands of America, Mississippi River towboats and barges maintain busy shipping schedules. Their cargoes comprise a good part of the raw materials of Industry . . . petroleum, cotton, textiles, to name a few. Helping to keep tows on schedule are their small, speedy dispatch boats which take to the water when it becomes necessary to check in and pick up supplies or provisions.

Canal Barge Company of New Orleans, Louisiana, operates seven towboats, and seventeen integrated oil barges each capable of carrying 25,000 barrels of oil. Their three 18-foot dispatch boats are Allecweld all-steel hull speedboats, each powered with a Chrysler Ace Special Engine. In addition to regular dispatch boat duties, Canal occasionally uses its speedboats to push barges for short distances and to help navigate narrow bayous by leading barges around winding sections.

Stan Hopkins, Assistant Port Engineer, for Canal Barge Company, writes: "When we need the dispatch boats, we need them fast . . . we've never had a failure with our Chrysler Engines despite the fact that boats and engines often sit idle for two weeks at a time. When heavily loaded with crew and provisions, we get speeds of 25 mph."



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- **Storage Battery, Shifting Lever and Exhaust Flange**
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- **Chrysler Exclusive Reverse and Reduction Gears**

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Dept. 1110, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.

CHRYSLER

America's No. 1 Marine Engine

MARINE ENGINE DIVISION • CHRYSLER CORPORATION

Stan Hopkins, Assistant Port Engineer, Canal Barge Company, passes a lamp to Eric Wallberg, crewman. Lamp will be used as warning light on barge. Note the sturdy construction of Allecweld boat and evidences of rugged service.



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NATIONAL FISHERMAN

Formerly ATLANTIC FISHERMAN

Serving the Commercial Fishing Industry of the United States

Halibut Fishery Benefits from Conservation

The economic benefits that accrue from proper conservation of fishery resources are strongly evident in this year's Pacific halibut catch, which reached a record 70 million pounds.

From the previous high point of 69 million pounds in 1915, the annual halibut catch declined to 44 million in 1931. Alarm over the declining catch led to the ratification in 1924 of a treaty between the United States and Canada setting up the International Fisheries Commission to investigate the situation.

Research indicated that the halibut stocks had been seriously overfished, and a joint international regulation was recommended. A new treaty in 1931 gave the Commission power to adopt regulations governing open seasons and catch quotas.

Each year the Commission has pursued biological research, collected statistical data of exceptional current accuracy, consulted with a conference committee of representatives of the fishermen and vessel owners and with dealers from the leading ports and then adopted regulations for the ensuing year.

The basic method of regulation has been to divide the entire coast into areas in accord with the independence of their halibut stocks, fix a quota of the poundage which may be caught in each of the major areas, and then provide that each such area shall be closed to halibut fishing on such date as the Commission shall in advance estimate that the quota will be caught.

Experience disclosed certain deficiencies in the 1931 treaty which were corrected in the new treaty of 1937. With the steady increase in the stocks of halibut and even more

rapid increase in the number of fishing vessels, the open seasons, which had at the beginning of regulation been about nine months, became shorter and shorter until the quotas were being caught in one to two months.

The 1937 treaty permitted only one open season in any area in one year. The single short season resulted in some stocks being overfished and others being under-fished with a consequent loss of yield. After a number of years of urging by the Commission, another treaty was ratified late in 1953, which enlarged the Commission to three members from each country, changed the name to International Pacific Halibut Commission, and permitted more than one open season to be established in an area.

The program of the International Pacific Halibut Commission demonstrates the value of conservation measures in restoring a fishery resource and in maintaining it at a productive level.

When such programs are proposed, objections frequently are made because of anticipated reductions in catches and loss of income for fishermen. However, by now the industry should realize that the fisheries cannot be exploited recklessly, without concern for the future.

Regulatory measures often are desirable and necessary to maintain and increase the fish supply. Realistic laws, adopted after thorough research by competent scientific groups, should be welcomed by commercial fishermen. Even if a short term gain must be sacrificed, it is far better to follow conservation methods which will lead to long-term prosperity.

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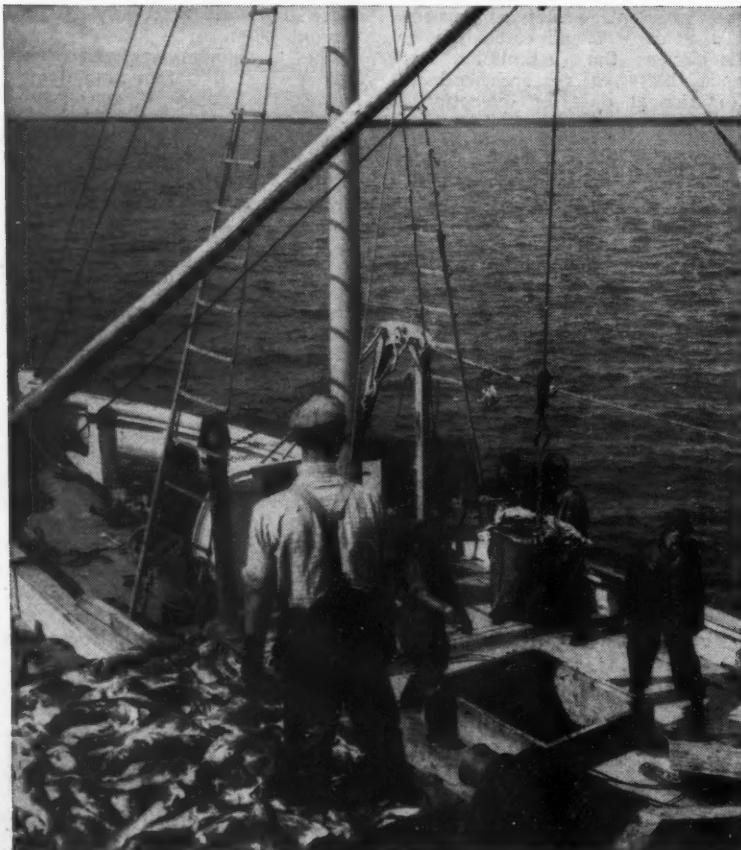


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Remarkably low in cost... economical to operate. Large viewing window and big chart show exceptional detail, clearly marking even small fish schools. Dual depth scales, 0-150 ft. and 150-300 ft. for shallow water; 0-50 fathoms and 50-100 fathoms for deeper soundings. 6, 12 or 32 volts D.C.



Four models: Model 1373 with dual range, 0-100 and 100-200 fathoms. Model 1373S with dual range, 0-200 and 200-400 feet for shallow water soundings. Models 1373F and 1373SF with fast chart speed for detailed recording.



Big ship radar performance with 10-inch presentation in a compact model designed for smaller craft. Low in cost and reliable in operation under extreme conditions of wind, weather and icing. Easy to install and service.



No larger than a table radio. Has a *beacon band*, *marine band* and a *broadcast band*. Bands widely-spaced for easy tuning. Unique antenna eliminates space-eating loop. Battery pack or 110 volts a.c./d.c. operation.



today—it's a bigger catch
with MUSCLES OF STEEL

Five billion pounds of fish yearly. It's a catch that would make the oldtime Gloucester fisherman gasp—yet it's all in the day's work for America's modern fishing industry. And it's a job that couldn't be handled without the aid of *muscles of steel*—indispensable wire rope.

Whether off the Newfoundland Banks, along the Gulf Coast, or in the waters of the Pacific, powerful winch-equipped trawlers depend on Wickwire Rope to haul in their heavily laden nets.

On landlubber assignments, too, Wickwire Rope has a vital role in helping American industry do a better and more efficient job. In the oil fields and the logging camps. In the mines and the quarries. On construction and highway projects. In numerous and varied materials handling operations. On all of these jobs, Wickwire Rope consistently demonstrates its ability to deliver performance that is unrivalled for long-lasting economy and reliability.

every industry benefits from wire rope

WICK WIRE ROPE

CFI PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL AND IRON CORPORATION



Great Lakes convention on fisheries was signed recently in Washington by representatives of United States and Canada. The agreement provides for joint action by these two countries in field of fishery research and elimination of predatory sea lamprey in Great Lakes. To carry out this task, both Canada and the United States agree to establish a Great Lakes Fishery Commission of three appointees from each country.

Duties of the Commission include formulation of research programs regarding Great Lakes fisheries and formulation and implementation of comprehensive programs for destruction of predatory sea lamprey. The Commission may recommend to the Governments, on basis of research findings, measures to make possible maximum sustained yield of Great Lakes fisheries. However, the group will have no regulatory powers.

The Great Lakes Convention, with an initial duration of ten years, will become effective upon ratification by both countries.

Fairly firm markets for most American fishery products have been forecast for fourth quarter of this year by Fish and Wildlife Service. Strong market for fresh, frozen, and canned salmon is anticipated. Market for cod, fresh shucked oysters, canned sardines, whiting, scallops, and spiny lobsters is expected to be firm.

Steady market is seen for swordfish, ocean perch, pollock, canned oysters, northern lobsters, fish meal, and fish oils. Market for halibut and haddock is foreseen as fairly steady, while unsettled markets are predicted for canned tuna and fresh and frozen shrimp.

Supply during the quarter is expected to be liberal for cod, halibut, canned tuna, and fresh and frozen shrimp; moderate to liberal for haddock; moderate for swordfish, ocean perch, pollock, canned sardines, fresh shucked oysters, canned shrimp, scallops, spiny lobsters, fish meal, and fish oils; light to moderate for frozen and canned salmon and canned oysters; and light for whiting and northern lobsters.

It is anticipated that demand during this October-December period will be good for salmon, cod, oysters, halibut, whiting, canned sardines, northern and spiny lobsters, and fish meal; improving for scallops and fresh and frozen shrimp; and moderate for canned tuna, ocean perch, pollock, haddock, swordfish, canned shrimp, and fish oils.

Quota on tuna imports was suggested at recent State Department hearings as best means of protecting domestic tuna industry from influx of foreign fish. E. L. Morris, director of Tuna Research Foundation of California, protested against any further cuts in tuna duties. He pointed out that Japan is biggest threat to West Coast industry.

Others who appeared at the hearings and expressed similar views included representatives of American Tuna-boat Association and Nation-Wide Committee of Industry, Agriculture, and Labor on Import-Export Policy.

National Shellfish Sanitation Conference which was held in Washington last month, was attended by representatives of State Health Departments, U. S. Public Health Service, shellfish industry and various other governmental units, including Food and Drug Administration, State Department, and Fish and Wildlife Service. Program covered comprehensive examination of present shellfish sanitation work with various suggestions as to ways this might be improved. One of the major items discussed was how inland consumer States, some of which are engaged in the breeding of shellfish, might participate more effectively in the certification program.

Dr. G. F. Mathews, Oklahoma Commissioner of Health, pointed out that inland States in past have had little interest in certification of shellfish. It was his opinion that plants in each State should be surveyed so that repacking would be carried on in a sanitary manner.

FISHERY PROGRESS

Economic • Legislative • Technical

Federation of European fishing vessel owners' organizations to evolve common policy upon fishing matters may come into being as result of conference which was held in Belgium to consider serious effect of extension of fishing limits, particularly by Iceland. Representatives of trawler-owning organizations of Great Britain, Belgium, Holland, France and Germany attended the meeting, which was convened by the Belgium organization. The conference decided that it was important that the system of delimitation of territorial waters on the basis of three miles from low water should be maintained.

Imports of groundfish fillets, including cod, haddock, hake, cusk, pollock, and ocean perch, amounted to 14.4 million pounds during August, as compared with 5.3 million pounds in same month of last year. Receipts from Canada (8.7 million pounds) and Iceland (4.3 million pounds) accounted for 94 percent of fillets imported during August.

Over 90 million pounds of groundfish fillets were imported during first eight months of 1954—an increase of 49 percent compared with same period in 1953, and 23 percent above volume of these imports during first eight months of 1952. It was in 1952 that record 108 million pounds of groundfish fillets were imported.

While bulk of fillets received during first eight months of 1954 came from Canada (55 million pounds) and Iceland (25 million pounds), considerable quantities also were received from Norway (3.7 million pounds), Denmark (2.2 million pounds), and West Germany (2.9 million pounds). Receipts from Iceland during the period were greater than for all of 1953.

Gulf of St. Lawrence herring fishery development is planned by a Canadian firm. New operation is designed to carry out for the first time on commercial scale drifting and trawling for herring in Gulf of St. Lawrence and other waters off Nova Scotia coast. Objective is to boost output of herring and herring products for local, United States and world consumption. Operations are expected to commence this Fall.

Some of capital cost and all of working capital will be provided by private United States and British sources. Most of capital cost, however, will be supplied by Nova Scotia Government in form of loan amounting to C\$367,700 which will be secured against five vessels that have been or will be acquired by the firm. These include one 154' refrigerated trawler, one 96' drift trawler, and three drifters.

Use of salt-water ice to preserve catches of tuna vessels and trawlers operating out of French ports has been reported. A French firm built a plant for manufacture of ice from sea water in Fall of 1953. As result of severe weather conditions prevailing on nearby fishing grounds at that time, thorough test of efficacy of salt-water ice was possible.

One tuna vessel, carrying 13 tons of this type of ice, caught substantial quantities of tuna last few days of August 1953. Tornadoes sweeping area prevented vessel from docking at port. Although fish had been in ice for 27 days when landed, cannery manager judged entire load acceptable for processing.

Some of the characteristics of salt-water ice claimed as beneficial for fish preservation are: (1) Ice melts at approximately 24°F.; (2) Melt water has salinity of 10-12 percent; (3) Preservation of fresh-fish flavor that only sea-water ice can retain.

"Comet"
makes
25 to 27
trips every year
in rugged
North Atlantic



with trouble-free SUPERIOR power!

"The truth of the matter is, we couldn't live with an engine performance of lesser achievement," says Mr. Howard Francis, Port Engineer for U.S. Shipbuilding Company, owners and operators of the 99 foot fisherman.

As an example of the job that this trawler's 500 h.p. Superior Diesel turns in, Mr. Francis further comments, "Ours is a schedule which calls for 25 to 27 trips a year, each trip averaging 8 to 15 days, with runs from 250 to 750 miles . . . any delay for engine repair or overhaul would, obviously, affect our payload potential."

It's this kind of dependable engine performance that fishermen everywhere expect when rugged, economical Superior Diesels are on the job. In fact, Superior and Atlas Diesels enjoy an outstanding performance reputation in every type of marine service. Compare the many quality features in these truly "marine" engines yourself by getting complete details at the sales and service offices listed below.



View of the "Comet's" two level engine room and 500 h.p. Superior main propulsion engine. Since its commissioning in 1951, this trawler's owners state "no engine overhaul required . . . maintenance negligible, despite constant heavy duty service."



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This propeller insignia is your sign that you're getting the finest value in shafting. Tobin Bronze is only one of the ANACONDA family of Marine Brass and Bronze, which includes Tempaloy* Shafting — for higher-speed, heavier-duty work — and Everdur* Copper-Silicon alloy for fastenings and fittings. *The American Brass Company, Waterbury 20, Conn.* In Canada: *Anaconda American Brass Ltd., New Toronto, Ontario.*

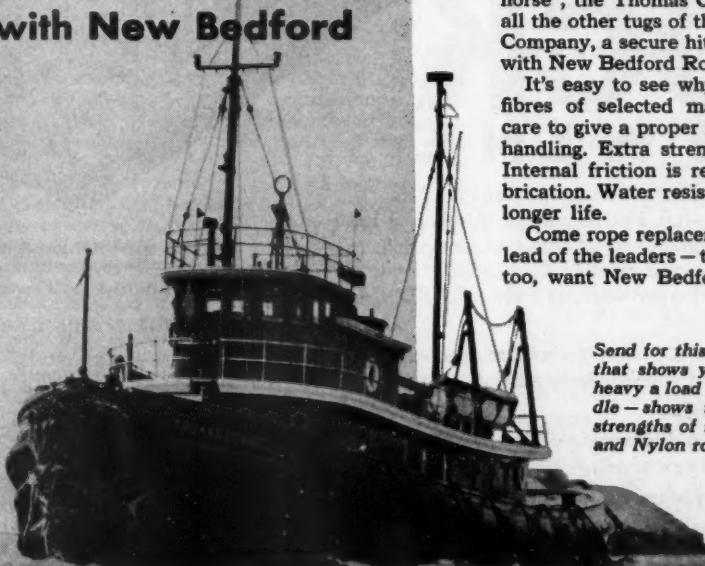
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Marine Brass and Bronze

The Thomas Cornell secures for SURE with New Bedford



NEW BEDFORD

OPEN-WEAVE NYLON ROPE

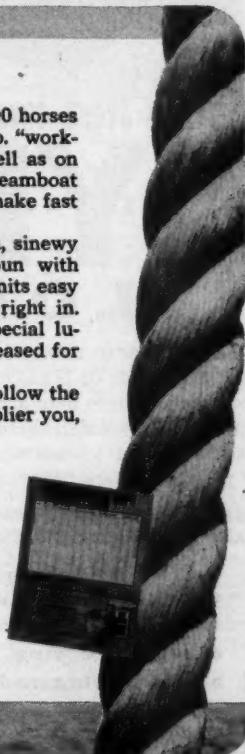
NEW BEDFORD CORDAGE COMPANY, New Bedford, Mass.

It takes powerful reins to keep 1200 horses under control. And on the 1200 hp. "work-horse", the Thomas Cornell, as well as on all the other tugs of the Cornell Steamboat Company, a secure hitch means "make fast with New Bedford Rope."

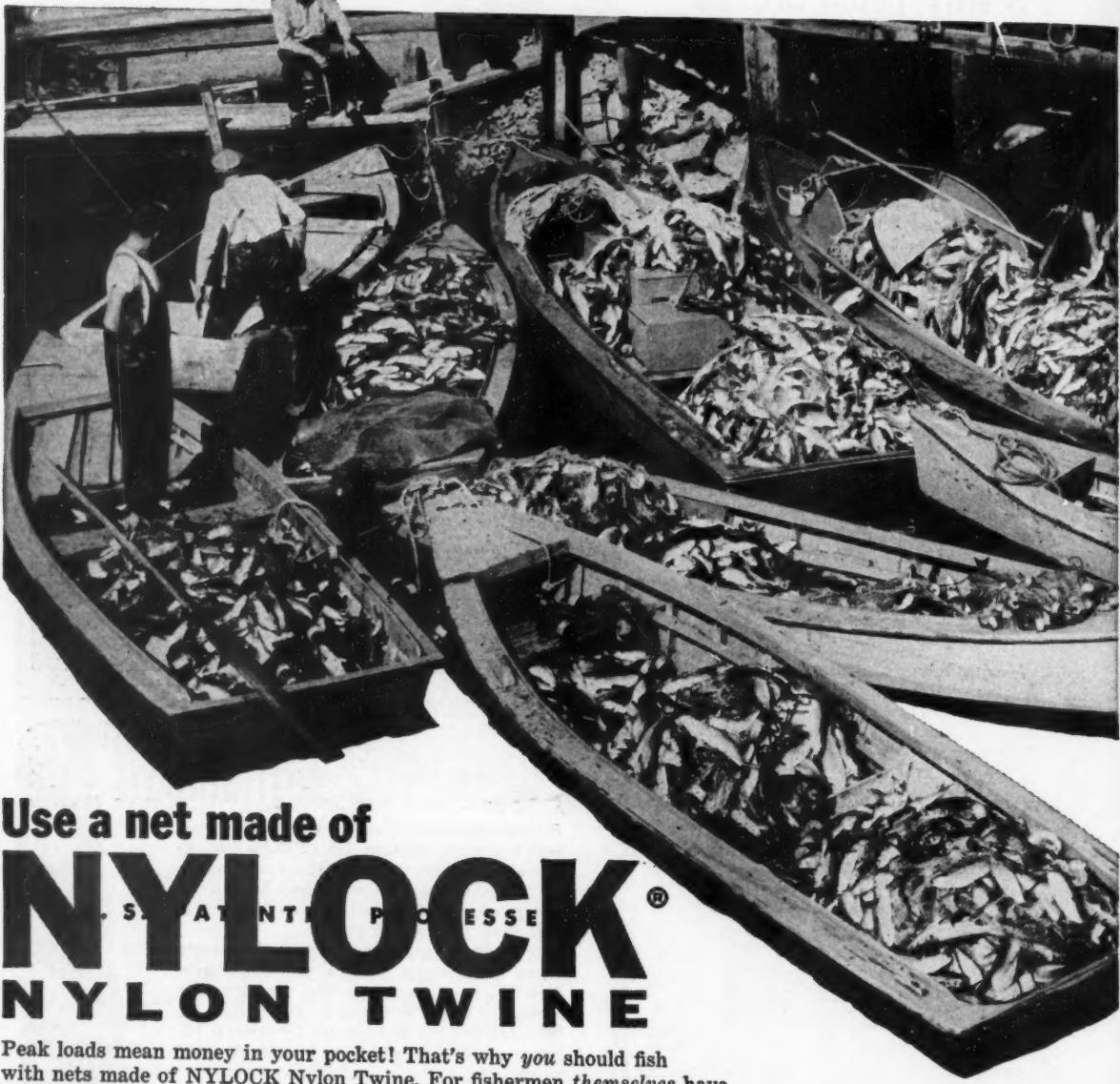
It's easy to see why. The tough, sinewy fibres of selected manila are spun with care to give a proper lay that permits easy handling. Extra strength is built right in. Internal friction is reduced by special lubrication. Water resistance is increased for longer life.

Come rope replacement time, follow the lead of the leaders — tell your supplier you, too, want New Bedford.

Send for this handy chart that shows you just how heavy a load you can handle — shows the breaking strengths of manila, sisal, and Nylon rope. It's free!



When you want to catch a peak load...and keep it-



Use a net made of

NYLOCK[®]

SP. AT. N. T. P. O. C. E. S. S. E.
NYLON TWINE

Peak loads mean money in your pocket! That's why *you* should fish with nets made of NYLOCK Nylon Twine. For fishermen *themselves* have proved that these nets actually catch from 3 to 12 times as many fish. And when you catch these peak loads — you want to *hold* them! That's another reason why stronger, longer-wearing nets of NYLOCK are so popular among fishermen in all waters.

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- extra strength...longer wear
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- easier to handle — absorb less water
- need no drying, no preservatives...require less care
- less fraying and fuzzing...will not mildew, rot or discolor



producers of **NYLOCK NYLON TWINE**

The Heminway & Bartlett Mfg. Co., 500 Fifth Avenue, New York • FOREIGN AGENT Turner, Halsey Co., Inc., 40 Worth St., New York

Expanded Fish Research Program Gets Underway

Atlantic herring and trawl fishes, oysters, shrimp, Pacific sardine, albacore to be studied under Saltonstall-Kennedy Bill

An initial expenditure of \$1,831,500 for new and expanded Fish & Wildlife Service programs and contract research has been approved by Secretary of Interior Douglas McKay under terms of the Saltonstall-Kennedy bill. This legislation provides that an amount equal to 30 percent of duties collected under the customs laws on fishery products be transferred annually for three years from the Department of Agriculture to the Department of the Interior.

Since the new law provides for a total annual expenditure, for three years, of \$3,000,000 to "promote the free flow of domestically-produced fishery products in commerce," an additional \$1,168,500 is available for later allocation during the current year. These funds will await the consideration of an advisory committee which will be appointed in the near future. This committee will comprise representatives of all segments of the fishing industry and will be invited to propose and review research projects and to recommend priorities for activities by types and areas.

The \$3,000,000 research fund allocated under the Saltonstall-Kennedy bill supplements \$3,593,000 appropriated to the Fish and Wildlife Service to carry on authorized research programs. These programs include \$2,489,000 for fish and fisheries and \$1,108,000 for exploration and utilization of fish and fish products. Included in the first of these programs is the extensive work now being carried on by the Service on the Great Lakes sea lamprey and the Florida red tide scourge. In addition, \$50,000 has been appropriated for research on escapement of fish in connection with the construction of multiple purpose dams.

Under the Saltonstall-Kennedy bill, the Fish and Wildlife Service is authorized to conduct an expanded fishery educational service, as well as technological, biological, and related research programs. The transferred funds also will be available for the "purchase or other acquisition, construction, equipment, operation, and maintenance of vessels or other facilities necessary for conducting the required research".

The majority of the projects approved to be carried out under the Saltonstall-Kennedy bill are recognized by the industry as requiring immediate attention. Secretary McKay pointed out that in most instances they parallel programs either under way or which have been postponed previously because of lack of funds.

Biological Research and Exploratory Fishing

The projects now approved provide for increased activities at many points in the United States and Alaska. A statement listing the types of projects and the localities in which they will be carried on follows:

A study of New England herring populations will be undertaken at a cost of \$74,000 to discover reasons for the fluctuations in abundance and to develop means of predicting the catch. In addition, \$76,000 will be spent on an exploratory fishing and gear research program for the purpose of increasing herring production in cooperation with the biological research program. Both of these activities will be based on the coast of Maine.

Research on North Atlantic flounder, sea scallop, whiting and ocean perch fisheries will be undertaken to determine the condition of these fisheries in order to devise methods of conserving the fisheries and to obtain infor-

mation for the use of the industry concerning supplies of fish and shellfish, and trends of the fisheries. These activities will be based at the Service's Woods Hole, Mass., laboratory, and \$205,000 has been allocated for the work.

A \$160,000 program will be carried on to find new fishing grounds off the New England Coast, and to develop improved fishing methods. This activity will be based at Boston, Mass., and will utilize the Service's technological research vessel *Delaware*.

Studies of the oyster fisheries of the Atlantic and Gulf Coasts will be conducted at a cost of \$75,000 to learn



The "Louis R.", 70' oyster boat shown at the main plant of The Andrew Rodel Oyster Co. in South Norwalk, Conn. The vessel is skippered by William F. Mills, Jr. of Norwalk. Propulsion unit is steam, and capacity of the craft is 1400 bushels. She was built in 1909 at Stratford.

more about seed-oyster production, control of drill damage and other possibilities for improved cultivation of these shellfish. The activities will be conducted from Milford, Conn., Annapolis, Md. and Pensacola, Fla.

A \$40,000 program will be carried out to develop the most suitable methods for handling, freezing, and packaging Southern oysters in the Gulf and South Atlantic producing areas. The research will be conducted under contract by qualified laboratories and at the Service's College Park, Maryland, laboratory.

The shrimp populations of the Gulf of Mexico will be studied to determine the effects of environmental changes on shrimp production, in order to provide information necessary to maintain the production of these shellfish. Headquarters for this activity will be at Galveston, Texas, and \$80,000 will be spent for these investigations.

A total of \$20,000 will be used to supplement and strengthen studies being conducted to determine the combination of environmental factors which "trigger-off" blooms of *Gymnodinium brevis*, the organism which causes extensive fish kills in west coast Florida waters. Headquarters for this project are at Fort Myers, Fla.

Cooperative research costing \$125,000 will be done to determine reasons for the recent decline in the West Coast sardine fishery and to learn the distribution, abundance, and reasons for fluctuations in the numbers of sardine-like fish in Pacific Coast waters. Studies of the anchovy and mackerels will be carried on concurrently. Headquarters for the staff in this research will be at LaJolla, California. (Continued on page 44)

Engines Need Sufficient Supply of Intake Air

Proper maintenance of air cleaner is important step in providing enough clean air for efficient operation*

AIR is just as necessary as fuel to an internal combustion engine. Even though it is free, the way air is used in an engine can make a lot of difference in operating costs.

Operating expenses will be lower; you will save on fuel and repair parts, and your engine will perform better if you make provision for plenty of clean air of the right temperature. This applies to any make or type of internal combustion engine—gas or Diesel, two or four-cycle, one cylinder or sixteen. All internal combustion engines use air, and all of them may be damaged in the same way by its misuse.

It is expensive to keep black smoke coming out of the exhaust stack. Smoke is wasted fuel, and the waste is often as much as 15% of the total fuel cost. When you see black exhaust smoke coming from an engine, it's a sure bet that it is not receiving enough air to burn all of its fuel. Not all of this unburned fuel goes out the exhaust stack; some of it washes down cylinder walls to dilute the lubricating oil, or it changes to carbon and causes stuck piston rings and clogs injector spray holes.

Dirt is an engine's worst enemy. It has been proved time and again that the way to get extra service out of an engine is to keep dirt out of it. All air contains small particles of dirt and abrasive material. Dirty air is always present, but not always visible.

Recently, a special test was run under controlled conditions to determine just how long an engine would run with dirty intake air. During the test a total of one-half pound of dirt (about one handful) was fed directly into the air intake of an engine at a uniform rate during 150 hours.

At the end of the 150-hour test, the engine was using ten times as much lubricating oil as at the beginning. The engine was disassembled, and inspection showed it was worn far worse than most engines of the same model after 8,000 to 10,000 hours operation with properly filtered or clean air.

This shows the important job of air cleaners, and why

* Material in this article was abstracted from a bulletin entitled "Air for Your Engine", recently made available by the Service Division of Cummins Engine Co., Inc., Columbus, Ind.



46' troller "Sea" owned by Capt. O. H. Edwards of Crescent City, Calif., and powered with a 100 hp. Cummins Diesel.

it means money in your pocket to keep them checked and serviced frequently. Dirty intake air is the main cause of wear on pistons, rings, liners and valves. One extra top overhaul and replacement of these parts due to dirty intake air takes a big bite out of the profits.

Air Should Be of Right Temperature

You can save on fuel, repair and downtime costs by controlling the temperature of the intake air during periods of extremely cold or hot weather. Just as the average person is best suited to air temperatures between 60° and 90° Fahrenheit, so is the Diesel engine. Engines, like people, can withstand temperatures below or above this range, but their efficiency drops.

Intake air temperatures too far above 90° F. are undesirable. Engine horsepower falls about 1% for each 10 degrees of intake air temperature rise above 90° F. An engine rated at 250 hp. will develop only 240 hp. when the intake air temperature is 130° F. with the same fuel delivery.

Cold intake air increases operating costs. In some cases engines operate part of the time at temperatures of freezing or below. A drop of 60 degrees in intake air temperature results in a 160-degree drop in compression temperature. The knocking of a Diesel when it is first started in cold weather is a warning that compression temperatures are too low.

Low compression temperatures have the following effects on engine operation:

1. Failure to ignite the fuel.
2. Delay in ignition of the fuel and, in turn, detonation or fuel knock, and higher peak combustion pressures.
3. Irregular combustion and a rough-running engine, particularly at idling speeds.
4. Possible periodic failure to ignite the fuel charge with resultant dilution, lubrication problems, ring troubles, etc.
5. Loss in efficiency of the air cleaning because of "thickening" of the oil in the cleaner at lower temperatures. Air rushing through the air cleaner oil cup must form an "oil spray". This spray collects on the strainer baffles and screens, then drips back to the oil cup carrying the dirt with it. If the oil is too thick, this action is hindered.

Some equipment manufacturers and operators already have recognized the advantages of controlling the temperature of the intake air to the engine both in Summer and in Winter. Many arrangements for controlling air temperature can be worked out on the job, provided the following points are considered. 1. Air flow must not be restricted; 2. The intake air always must go through the air cleaner; 3. The capacity of the heating or cooling arrangement should be such as to provide the desired air intake temperature of 60° to 90° Fahrenheit.

How to Provide Enough Air

One of the things you should do in connection with providing the amount and kind of air the engine needs is to check the exhaust back pressure with a manometer at the exhaust manifold outlet flange. The back pressure, at maximum governed rpm., should not exceed one inch of mercury on natural-aspirated engines or one and one-half inches on supercharged engines.

A muffler that is too small, damaged or not properly designed may cause high exhaust back pressure. Avoid sharp bends in exhaust piping.

Check the air inlet restriction with a manometer at the supercharger inlet connection or at the intake mani-

(Continued on page 32)

Tuna Explorations in Central Pacific Area

Research boat "John R. Manning"
tests new steel long-line gear;
makes good catches off Line Islands

DURING a recent six-week cruise in the Line Islands area of the Central Pacific, the Fish & Wildlife Service research vessel *John R. Manning* made the first intensive field-tests of a new type of tuna long line which has a stainless steel main line in place of the usual cotton one. The steel line is wound continuously on a powered reel, instead of being hauled aboard in sections by hand, as is the case with the long lines used by commercial fishing vessels at present.

The *John R. Manning* reported good tuna fishing during the cruise. The craft unloaded 10½ tons of frozen yellowfin tuna (40 to 150 lbs. each) at Honolulu the latter part of June. The fishing was best in the vicinity of Fanning Island, where catches as high as 14 tuna per 100 hooks fished were recorded on the standard cotton gear. Tuna fishing was also good around Jarvis Island, an area that was being explored as tuna long-lining grounds for the first time.

The new steel long-line gear used by the *John R. Manning* was much easier and faster to handle, and required less manpower than the conventional cotton lines. However, some difficulty was experienced with the gear in that many branch lines on which tuna were hooked, broke and released the fish. Further work will be done to search out and remedy the cause of the weakness before this promising new fishing implement is given more intensive trials in the field.

Twenty to 30 baskets of steel long line were fished each day by the *John R. Manning*. This gear was handled with much less effort than the standard cotton line, and even with the abundance of sharks in the area developed very few bad kinks or tangles. There was an unusually large loss of droppers from the steel line, however, which reduced the production by this gear. The average catch for the steel gear (2.3 tuna per 100 hooks) was not as good as obtained on the cotton gear (3.2 tuna per 100 hooks). However, it is believed that the difficulty is relatively minor and easily can be overcome by further experimentation.

A new type of midwater trawl, an ingenious net which is towed behind the ship at the depth where the large yellowfin tuna are believed to feed; that is, at 300 to 400'



Fish & Wildlife Service research vessel "John R. Manning" which has been investigating tuna in central Pacific area.

below the surface of the ocean, also was used by the *Manning* for the first time. The object was to capture samples of the small fish, squid and shrimp upon which the tuna feed, and the new 6' trawl successfully collected large numbers of interesting deep-sea organisms at the 19 locations where it was used.

Good Hauls off Christmas Island in December

Good yellowfin tuna catches in December off Christmas Island were made by the research vessel *John R. Manning* on a cruise completed at Honolulu in December, 1953. It is believed that these explorations may open the possibility of a Winter fishery for the Hawaiian tuna fishing fleet. It was the first attempt by a Fish & Wildlife Service research vessel to fish the equatorial waters south of Hawaii during December.

Christmas Island is strategically located in the heart of the rich tuna fishing grounds recently found to the south of Hawaii. Therefore, the information recorded by the meteorological instruments and automatic sea-water temperature recorders installed there should be of great value in studying the environmental changes that affect the abundance of yellowfin tuna in equatorial waters. The newly-discovered fishing grounds are beginning to attract the attention of mainland and Hawaii tuna fishermen, and the water temperature and weather data collected by scientists will be used to predict the best seasons and areas for commercial fishing operations.

During her December cruise, the *Manning* spent a total of 14 days fishing long lines for tuna en route to and in the immediate vicinity of Christmas Island. Fishing was

(Continued on page 42)



Tuna boats tied up at the tuna cannery plant of Van Camp Seafood Co., Terminal Island, Calif. In the foreground is the seiner "Fortress" of Seattle.

North Carolina Clam Industry Capable of Growth

Dr. A. F. Chestnut* suggests the use of mechanical clam harvesters to overcome problem of uncertain labor supply

THE potentialities for increased production of hard clams appear to be great in North Carolina, the resource being virtually untapped in some areas. A limiting factor is the lack of ready transportation facilities from such isolated areas as Ocracoke and Hatteras, where reports indicate that a bountiful supply of clams exists.

In addition to the transportation problem, a constant supply cannot be depended upon because of the methods used in harvesting and uncertainties in the labor force. The production of clams appears to be influenced by other fishing activities to a considerable extent. The amount of hand labor and difficulty of working conditions often discourage local fishermen from clamming except as a last resort. Weather conditions also exert a profound influence in the area, for the men usually gather clams while wading on the flats, often in water up to their armpits, during the Summer months.

Ingersoll (1887) states that some years previously, Virginia dealers sent boats to the sounds of North Carolina, particularly to Ocracoke Inlet, to buy clams, but the venture proved unprofitable because of the long voyage and because of the unreliability of the supply. Dealers at present often complain that they are not able to fill orders because of lack of a constant source of supply. The uncertainty of labor could be overcome by employing some of the new mechanical methods that have been developed recently, such as the Brown shellfish harvester and the Jurisch oyster-clam harvester.

The clam does have several distinct advantages over the oyster in the marketing problem. The "R" month tradition has a marked influence on the oyster market during the Summer months, whereas clams are salable throughout the year and provide a non-seasonal occupation. The meat content of oysters is greatly influenced by the spawning periods, for the meat volume immediately after spawning is below the minimum to market oysters profitably. This condition exists in the clam to a limited extent, but by the presence of the muscular foot, the volume of meat is kept at a higher level.

In the past the bulk of the clams was marketed through brokers or shipped to the Baltimore market for reshipment. In recent years the larger dealers have attempted to create their own market for their product, but lack of knowledge in marketing methods often is a handicap. The sale of clams for the shell trade requires careful grading of the various sizes, for grading has a definite influence on the price received for the product. The wholesalers and large retail dealers are more familiar with the methods of grading than the clammers and small local

* Dr. Chestnut is connected with the Institute of Fisheries Research, Morehead City, N. C.

dealers who often do not receive the maximum market price because of poor grading.

There is no evidence that attempts have been made to cultivate clams in North Carolina. At present several beds which are used solely for clams are under lease, but these areas are for the temporary bedding of surplus clams until a favorable market develops. Many areas exist in the State where cultivation of clams could be successfully carried on, for clams are hardy and capable of living on many types of bottom at various depths.

The decreased clam supply in the northern States has provided an incentive to cultivate clams in that region and augment the declining natural supply. Since this condition has not been prevalent in North Carolina, little attention has been given to cultivation.

In those States where clam culture has been attempted, it has not become as highly developed as oyster culture. The many factors to be considered in order for such a venture to be successful are similar to the requirements for successful oyster

culture. Two alternative methods of clam culture can be considered. It may be carried on by the State through seeding of public areas or by private interests in the development of an industry.

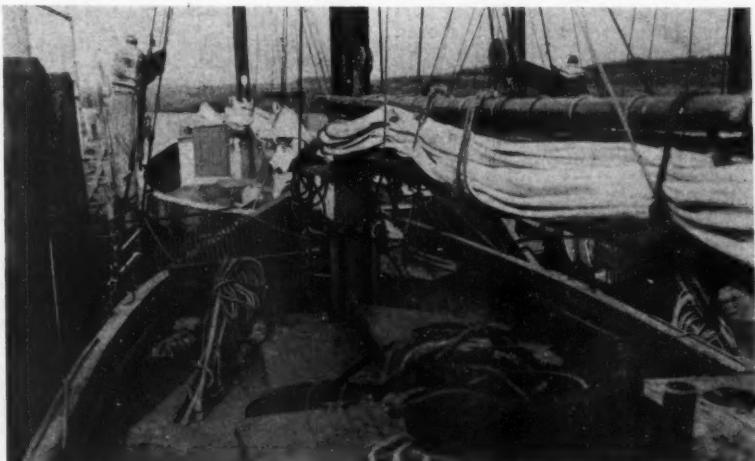
The success of clam farming depends upon the selection of locations that fulfill certain prerequisites. The grounds should be accessible to good roads or marketing centers. The depth of the water should be considered in determining the methods to be used in harvesting the crop. It is necessary to locate the beds in areas protected from adverse climatic conditions, and sometimes the problem of pilfering becomes a serious one. Other desired features are the nearness to a seed supply, distance from source of pollution, and the flavor of the clams from the particular locality.

In cultivating clams, the planting of seed would normally be the first procedure. The local conditions regulate the number of clams to be planted, with an average of 20 small clams planted per square foot. The expected yield, according to Belding (1912), from a planting of 20 clams per square foot would be about 1200 bushels of $2\frac{1}{2}$ " clams per acre. The desired aim of clam farming is to produce clams that are uniform in size and to maintain a population of various size groups that command the best prices.

Four Size Grades

In North Carolina the bulk of the clams are produced in Core and Bogue Sounds. The clams are sold chiefly in the shell and graded according to size. Four grades are generally recognized: cherrystones, little necks, large

(Continued on opposite page)



Clam rakes on the deck of the clam sloop "Vera M." at Belford, N. J.

and chowders. Since cherrystones and little necks usually command the highest price, this represents a situation that differs markedly from the marketing of the other commercial mollusks, in that usually the larger sizes are desired. Clams for shucking purposes are generally sold by weight in North Carolina; a basket weighing 90 lbs. is the usual measure.

Clams are gathered in North Carolina by raking in shoal areas or by the use of tongs in waters up to 20 or 25' deep. In some cases the clams are treaded; that is, the clammer will go overboard to feel the clams with his feet, and pick them up by hand. In other areas along the Atlantic Coast clams are harvested by dredging. Dredging is permitted in Carteret County of North Carolina, but very little is done because the area does not lend itself readily to the usual dredging methods.

The clam producing areas of North Carolina are confined to the regions coming under the influence of the various inlets through the banks. The clams are marketed chiefly from Atlantic, Williston, Beaufort, Davis, Swansboro, Wilmington and Southport with a limited number from the Hatteras area marketed through Englehard. In recent years the largest dealer in clams has marketed fresh shucked clams destined for the manufacture of clam chowder by food processing concerns. The bulk of the crop harvested in Core Sound and from the Ocracoke area is handled by this firm.

The production of clams in North Carolina, according to Federal statistics, shows a peak yield about the year 1902. This large production is attributed to the establishment of a clam factory at Ocracoke.

After about three years of apparent success, the clam supply diminished and the plant moved to Witt (now Sea Level), North Carolina. Later the firm moved to Marco, Fla. Following this period, production in North Carolina gradually declined until 1918 and remained below 400,000 lbs. until 1934.

Effect of Salinity

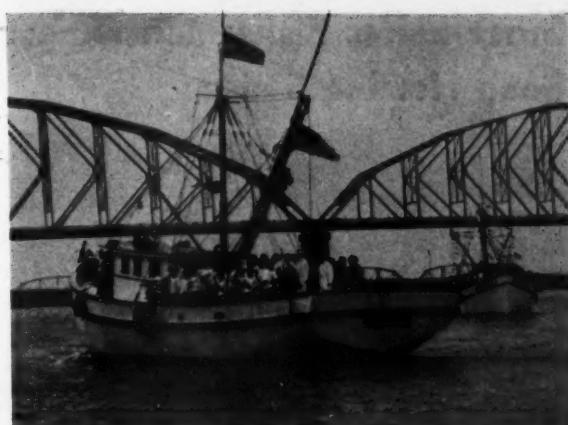
There appears to be a rough correlation in North Carolina between the distribution of clams and salinity. Clams are confined to areas of higher salinities than the oyster, and are rarely found in the western and northern Pamlico Sound areas, where the salinities range from 8 to 20 parts per thousand.

However, Belding (1912) states that salinity has little effect on clams. He reports clams growing in waters of densities ranging from 1.009 to 1.026 with no apparent differences in rates of growth. Loosanoff (1943) reports that natural clam beds occur in brackish water with salinity ranges from 10 to 28 parts per thousand, and that clams can tolerate wide fluctuations over short periods.

Following the hurricane of 1933, which caused great damage to the outer banks of North Carolina and ruined the oyster beds in the Harbor Island region, a great abundance of clams appeared in the vicinity. Prior to 1933, clams did not exist in commercial quantities in the northern part of Core Sound from Atlantic to Wainwright Island. The appearance of clams in this area seems to be correlated with the increase in salinity due to the new inlets cut through the banks, particularly Drum Inlet.

Galtsoff and Seiwell (1928) report the average salinity for this locality as 23 parts per thousand. In August and September 1948 the salinity in the region was 32 parts per thousand. The increased production of clams in 1936 is attributed to the abundance of clams in this section. In recent years these clam beds have been productive and of importance because of their accessibility to markets.

Future scientific studies are necessary before recommendations can be made concerning clams and procedures in clam farming. The hard clam resources of North Carolina represent perhaps the most promising field for immediate development if a steady market could be established. Clams are abundant in many localities, but are not harvested because of the lack of market demand and often because rigorous labor is involved. Potential clam dealers should be encouraged to engage in the industry and progressive individuals could readily overcome such a problem as uncertain labor.



The "Miss Libby", owned by Capt. S. J. Wiggins and his father Bernie Wiggins, both of Morgan City, La., shown carrying the Rev. Henry Holleman and choir and choir boys all in secular raiment as they went around the Atchafalaya River during the 18th Annual Blessing of the Morgan City Shrimp Fleet.

Shrimpers Blessed at Morgan City in Age-Old Rites

King and Dukes of Louisiana Shrimp Festival Chosen on Basis of Catches

THE 18th Annual Blessing of the Shrimp Fleet at Morgan City, La. was held on September 5, climaxing the port's two-day Shrimp Festival. Rev. Henry Holleman of the Sacred Heart Catholic Church of Morgan City, aboard the flagship *Miss Libby* owned by Bernie Wiggins and his son S. J. Wiggins, intoned the words of the Litany of the Saints followed by special prayers and reading from the Scriptures relating to the disciples who were fishermen centuries ago. The *Miss Libby*, decorated simply with two American flags, circled the bay as the priest blessed each craft.

Following the blessing ceremony the shrimpers raised their anchors and made a colorful procession as they paraded around the bay several times while the judges awarded prizes for the best decorated boats. In the trawler class the first prize went to the *Miss Morgan City*, owned by Capt. Sidney Dorsey. The *Miss Klingsville* owned by Jim Verrett, took second place. Third went to *The Goose*, owned by Bill Hayes.

Events on the first day of the Shrimp Festival included a model airplane meet, a sidewalk photographic exhibit and contest, a swimming meet and small boat races, climaxed by a bright parade of gayly-lighted trawlers escorting King Joe Galloway, who earned his crown by being top shrimper for the preceding year, to the wharf. Later in the evening spectacular fireworks were set off against the black backdrop of the bay waters. Then the King was escorted to the coronation court show where he crowned his queen, Miss Betty Burgess of Morgan City.

Only 23 years of age, Joe Galloway outranked veteran shrimpers of the Morgan City-Berwick-Patterson area during the year July 1, 1953 through June 30, 1954, to win the right to reign over the 1954 Shrimp Festival. The *Tarheel*, which he captains, unloaded at the Twin City Fishermen's Cooperative Association, Inc. plant during that period a total of 71,880 pounds of shrimp.

Dukes of the Shrimp Festival were Logan Daigle, S. J. Wiggins, Hilton Hebert, Lovelace Gros, Thomas Rhodes, Corbett Boudreux, Roy Miller and Harry Franks of Morgan City, "Polite" Dubois and Charlie Yonge of Patterson. Each Duke was a high producer in a different fleet, all of the packing plant and independent fleets of trawlers in the Morgan City-Berwick-Patterson area being represented.

Great Lakes Fishermen Expect Good Herring Season



Lake trout taken by commercial fisherman John Bourne while trolling off Whitefish Point, Mich., on Lake Superior. The largest fish weighs about 45 lbs.

With sizable herring catches already being made in the Green Bay and Lake Superior areas of the Great Lakes, the gillnet herring yields during October-November should be most impressive.

On Lake Superior, where during October the lake trout season is closed, Duluth and Grand Marais, Minn., as well as Chequamegon Bay, Wis. smelt netters were reportedly getting good herring takes. While good yields were being had in the "thumb" area by Chassel and Portage Entry commercial fishermen, catches from Marquette, Mich. to Whitefish Point, were comparatively light. In the Dollar Settlement of Brimley, Mich., fishermen were getting fairly good takes with augmented catches anticipated as the herring run climbs toward its peak.

During October, yields of whitefish from Lake Superior are expected to be somewhat improved over September. Commercial whitefish season closes during the major portion of November.

In the Bays de Noc and Menominee, Mich. areas of Green Bay, herring yields have been sizable and the producers in this area expect a good run this year. Perch and chub yields in most areas are reportedly in good commercial quantity, and rough fish takes, particularly carp, have been good.

In northern Lake Michigan, fairly good herring catches were made in several areas, while perch yields were running from fair to good. Whitefish gillnet yields were fair to poor, while the trap and pound net takes of whitefish were comparatively better. In the southern part of the lake, good chub hauls were had. Most of the fish were designated for the smoke houses.

In the North Channel area of Lake Huron, and in Georgian Bay, fair whitefish catches were had but nothing impressive. Saginaw Bay fishermen were doing fairly good on herring, and the set hook fishermen were taking a lot of catfish.

On Lake Erie, where the fall fishing season is at its peak, catches of mixed fish in the western waters, according to trap net fishermen, have been fair to good.

Monroe, Mich., Toledo, Port Clinton, Sandusky and Ashland, Ohio, fishing companies indicated consistent supplies of the usual fall catches. Best bullhead catches were made by Port Clinton fishermen. Except for an occasional school, not many gizzard shad, grass pike, and buffalofish have been taken.

In the eastern region blue and yellow pike catches were very much improved, with Koble Fisheries, Port Dover, Ont., Smiley Fisheries and Circle Fisheries, Erie, Pa. and the Port Burwell, Ont. netters reporting good takes. Some silver or whitebass, perch, whitefish and herring were being taken but catches weren't impressive on these varieties. Generally, commercial production on the lake was ranging from fair to good.

Michigan Fish Production Down

The 1953 commercial fish harvest of Michigan waters was below 1952 by more than 4,000,000 lbs., but close to the 30-year average. Completing compilation of fishermen's reports, the Conservation Dept. said the 1953 catch totaled 25,012,789 lbs., for which the fishermen received \$3,314,696.

This compared to 29,231,823 lbs. valued at \$4,161,836 the year before. Lake Michigan was the most productive in 1953 with a total catch of 15,874,756 lbs. Lake Superior yielded 5,843,175 lbs. and Lake Erie, 1,395,273 lbs. Lake Huron produced 6,118,079 lbs. Lake Michigan's heavy catch is probably attributed to good takes of chub, perch and smelt in 1953.

Report on Commission Actions

At recent executive sessions, the Wisconsin Conservation Commission approved order No. 825 which deletes the section pertaining to attendance of set lines from sunrise to sunset in the fishing regulations for boundary waters between Minnesota and Wisconsin.

They also approved the issuance of permits to commercial fishermen on Lake Superior for the use of nylon nets which had shrunk after boiling and exposure to light. This moratorium on size limit regulations under special permit was granted after it was reported that nets in question could be identified for the remainder of their life. A three-year limit was set on this consideration with permits renewable each year.

Fish Producers' Assoc. Meets

The Michigan Fish Producers' Assoc. met in Brimley recently. In addition to a general discussion of the commercial fishing industry problems, especially legislation for Winter operations, the more than 75 members talked over the problems of the large importation of fresh fish into the United States markets.

Lake Huron Waters Being Studied

Scientists from the United States and Canada are probing the deepest depths of Lake Huron, sampling its waters, attempting to determine what effect, if any, mass movement of the water may have on the spawning and incubation habits of fish.

The survey was instituted by the Great Lakes Research Institute. Recently, five boats from Canada and three from the United States criss-crossed the lake from the southern shores at Sarnia to South Bay Mouth, Manitoulin Island.

The cruise covered 75 miles of Lake Huron, during which surface water samples were taken every 3 1/2 miles and at 7-mile stations observations were made with bathy-thermographs, which record temperatures and depths; "Secchi discs" which indicate the transparency of the water; water samplers which are sent down opened to the bottom of the lake and then closed by means of a "messenger", a weight which drops down the line.

To indicate drifts, dye-cans were scattered over the lake, while hundreds of drift bottles and plastic containers were thrown overboard. These contain cards asking American and Canadian finders to return them to the Research Institute.

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"Sherry and Scott" is First Long-line Steel Vessel in New England Fisheries

A NOTEWORTHY addition to the Boston fishing fleet is the new 65-foot longliner *Sherry and Scott*, owned by Capt. Leo Hynes of Melrose, Mass. Of all-welded, zinc-metallized steel, she is reportedly the first vessel of her type to be constructed on the Atlantic Coast.

The new craft was built by Blount Marine Corp. of Warren, Rhode Island, from designs of the yard's naval architect, Preston R. Gladding. She is expected to signal a new trend in New England trawl fishing, similar to what has developed in the Canadian Maritime Provinces.

Of special interest is the fact that the *Sherry and Scott* replaces Capt. Hynes' previous command, the 122' schooner *Adventure*, which was the last dory trawler out of Boston. She now is used as a cruising ship on the Coast of Maine.

During the 19 years that she was skippered by Hynes, the *Adventure* brought in 3 1/2 million dollars worth of fish. She carried 12 dories and a crew of 27 men, and baited 36,000 hooks.

The *Sherry and Scott* has a crew of only 5 men and all fishing operations are handled from deck. The tub trawls or longlines are set from the boat, and are hauled back by a Nova Scotia type mechanical trawl gurdy placed amidships in the trawl house. An insulated fish hold with capacity of 60,000 pounds, is conveniently located just aft of the trawl house.

The *Sherry and Scott* hauled for 30,000 pounds from her eleventh trip, landed early this month at Boston, and Capt. Hynes is optimistic about the boat's possibilities for efficient operation on hard grounds where draggers are unable to fish. During his first two months of fishing with the new boat, Hynes worked nearby banks off the New

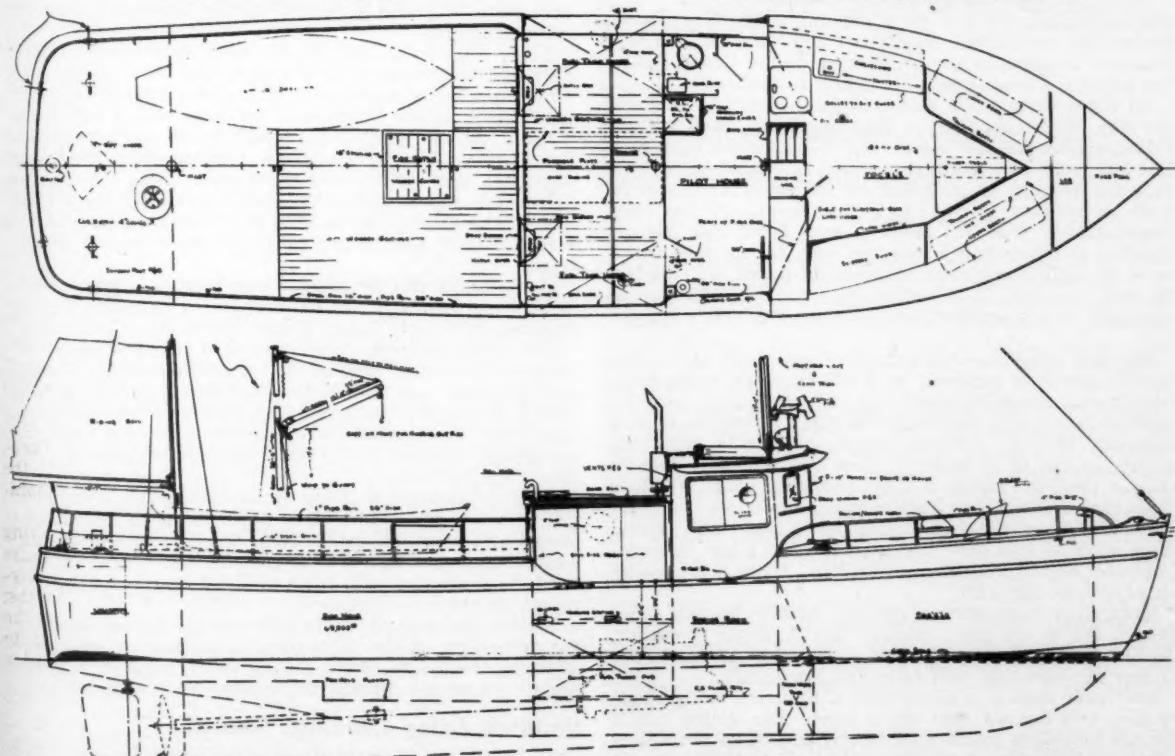
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The new 65' steel longliner "Sherry and Scott" built for Capt. Leo Hynes of Melrose, Mass. by Blount Marine Corp., Warren, R. I.



At the "Sherry and Scott" launching, showing from left to right, Luther Blount, president of Blount Marine Corp.; Mrs. Blount; Mrs. Leo Hynes; Capt. Hynes, owner; Capt. Iver Carlson of Gloucester, Mass., retired high-line skipper of Boston trawlers.



Deck arrangement and inboard profile plans of the "Sherry and Scott", designed by Preston R. Gladding, naval architect at Blount Marine Corp.

Mississippi-Based Research Boat Lands Good Tuna Catch

Stewart Springer, chief of Gulf fisheries explorations for the Fish & Wildlife Service, reports that the *Oregon* is getting more tuna each trip, adding that a major factor probably is improvement in gear technique. On her last cruise which ended on September 4, the *Oregon* caught 13,000 lbs. of yellowfin tuna.

The research boat left Pascagoula on September 18 for another tuna exploration trip into the Gulf of Mexico. She will attempt to determine the extent of the tuna season in the Gulf and try new fishing methods.

Landings Increase in July

Landings of fishery products at Mississippi ports during July amounted to 18,664,000 lbs., compared with 12,039,000 lbs. in the same month in 1953. This represents an increase of 55 percent.

Menhaden landings amounted to over 16 million lbs. and were almost twice as great as those for the corresponding month of the previous year. Shrimp receipts—2,418,000 lbs.—were down approximately 420,000 lbs.

Landings of all fishery products at Mississippi ports for the seven-month period ending with July amounted to over 58 million lbs., compared with 49 million lbs. landed during the corresponding period of the previous year.

W. Lorenzo Humphreys

W. Lorenzo Humphreys, vice-president of Standard Products Company, White Stone, Virginia, and manager of their Moss Point, Mississippi plant, died of a heart attack on September 8th, his 42nd birthday. His survivors include two brothers, H. Foster Humphreys and H. R. Humphreys, Jr., of White Stone, Virginia. H. R. "Peck" Humphreys is president of Standard Products.

(Continued from previous page)

England Coast, but now he is running to the Nova Scotia banks. His catches are mostly cod and haddock, and next Summer he plans to go swordfishing on the Grand Banks, for which his boat should be ideally suited.

At the present time, Hynes is fishing 14 tubs of trawl per day. A tub carries ten 50-fathom lines, each with 55 Pflueger Limerick 6-0 hooks. This means about 8 miles of line and over 7,000 hooks are employed, and it is expected that the amount of gear can be increased by one-third with perfections in the deck machinery. It has been demonstrated that the *Sherry and Scott* can fish in rougher weather than is possible with dories, with winds up to 30 mph. being no hindrance. Brownell No. 132 Nylon and Burnham 16 lb. cotton lines are used. The hooks and lines were furnished by Commonwealth Ship Supply Co.

The new vessel has a beam of 17' and draft of 9'. Propulsion power is supplied by a 170 hp. D337 Caterpillar Diesel with Snow-Nabstdt 3:1 reduction gear, sold by Perkins-Milton Co. Turning a 42 x 32 Columbian Bronze propeller through a Monel shaft, the engine gives the vessel a speed of 11 knots. A new Blount-type whale-fin skeg is used to employ a short propeller shaft which is supported by Goodrich Cutless rubber bearings.

The Deseco auxiliary unit comprises a Lister FR1 Diesel, rated 9 hp. at 1800 rpm. and connected to 5 kw. Imperial generator and Marine Products pump. There is a parallel set of 32-volt batteries.

Navigating instruments include Apelco 50-watt telephone, White compass, Bendix DR7A depth recorder, Bendix automatic steerer, Edo Fishscope, Loran, Clark Cooper air horn and Half-Mile-Ray searchlight.

The main engine is fitted with a Sudbury Aqua-Clear Feeder, and Socony fuel oil is used. The galley has a No. 125 Shipmate oil-burning range, and there is a Gross toilet aboard. The boat is finished with International paint and has Wickwire wire rope standing rigging.



Ceremonies held at Boston Bonnie Fisheries on September 7, when ground was broken for a new wing for precooked frozen fish sticks and scallops. From left to right: Hy Trilling, president of Boston Bonnie Fisheries; Elliot Richardson, assistant to Senator Saltonstall; Francis Sargent, director of Massachusetts Marine Fisheries Division; John N. Bresnahan, director, Port of Boston Commission; Joseph C. White, president of Boston City Council; and Allan Rosenthal, vice-president and sales manager, Boston Bonnie Fisheries. The firm operates a fleet of five trawlers.

Massachusetts Committee Inspects Storm Damage

At a special meeting held in New Bedford, Gov. Herter's labor-management committee to promote the Massachusetts fishing industry inspected the hurricane-stricken waterfront and the progress of salvage operations on the fishing fleet of New Bedford and Fairhaven.

Edward J. Stewart who is in charge of disaster relief loans explained the requirements for eligibility for Small Business Administration emergency loans and the steps necessary for vessel owners to obtain long-term loans for reconstruction.

Elliot Richardson, aide to Sen. Saltonstall, described in detail various surplus Coast Guard and Navy small craft which are being made available to the fishing industry, particularly to the lobstermen, on a negotiated sale basis.

Later in the month, Sen. Saltonstall announced the types of boats available and the steps by which interested fishermen and lobstermen can obtain them. In Boston, Saltonstall reported, are 13 small boats. Eight are 26-ft. motor whaleboats; one is a 24-ft. plywood launch; one is a 40-ft. motor launch and three are 30-ft. sailing whaleboats.

These boats can be bought very reasonably by interested fishermen who should contact Al Davies, Disposal Supervisor, Supply Dept., Boston Naval Shipyard.

The Massachusetts committee also heard Francis W. Sargent, chairman, outline the provisions of the Saltonstall-Kennedy Act which provides three million dollars yearly for fishery research. Two Fish & Wildlife Service men from Washington were present to discuss with the committee needed exploratory fishing projects for the New England area.

Sargent disclosed that the committee particularly urged gear development research to improve safety at sea and deep-water trawling explorations to chart previously unknown sources of fish. The committee also requested that funds be made available for additional vessels to plot and report day-to-day concentrations of fish.

Patrick McHugh, Atlantic Fishermen's Union, deplored the relocation of the Nantucket Lightship as adversely affecting the safety of the fishing fleet. Sargent said the committee would discuss the matter with Coast Guard.

Haddock Scrod Landings Heavy

Up to the 22nd of last month, 7,797,000 lbs. of fish had been landed at Boston, and 3,535,000 lbs. were haddock

scrod, nearly 50 per cent. The price for haddock scrod has fallen from a high of 15¢ a pound to 3¢.

"Delaware" Catches Shrimp

The experimental freezing vessel *Delaware* returned to East Boston on September 23, after a ten-day cruise. Fishing was carried out at first in the general area about 470 miles northeast by east of Boston in depths of 95 to 110 fathoms.

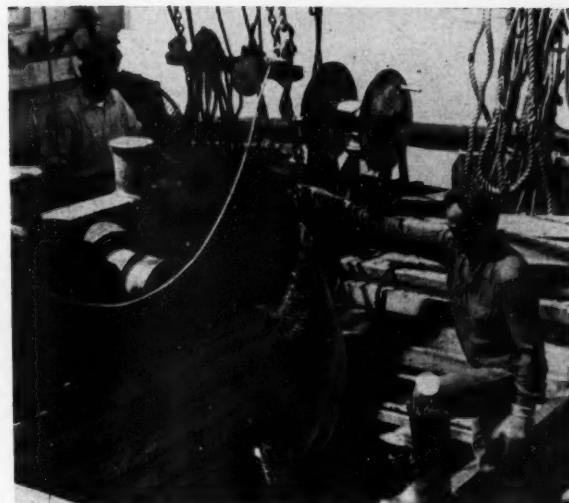
Through the use of a 1 1/4" mesh liner placed in the cod-end of the trawl net, approximately 170 lbs. of shrimp were caught in three drags. Two varieties, one pink in color and the other a brilliant red, were obtained. The pink shrimp counted 70 to the pound, while the red variety counted about 30 to the pound. They were frozen and brought to the laboratory for further study. Miscellaneous lots of cod, haddock, pollock, whiting and redfish also were frozen or iced for experimental purposes.

During the latter part of the cruise, fishing was done in the southeast part and on the northern edge of Georges Bank, in depths of 60 to 110 fathoms.

Trawler Tie-up Settled

The four weeks' tie-up of Boston trawlers ended on September 14 when the vessel owners agreed to guarantee crew members \$12.00 a day for breakdown or "broker" pay. The former figure was \$7.00 per day.

The tie-up was precipitated by the low prices received for scrod, haddock, which because of abnormally heavy landings had dropped to 3¢ per pound.



Unloading a 100,000-pound tuna catch from the San Diego, Calif. tuna seiner "Western Pride" at the Gloucester, Mass. fish pier. Capt. Nicholas L. Mezin, 33-year veteran of tuna fishing at left, looks on as fisherman Pete Friggle guides fish coming out of hold.

The experimental boat will use meshes with cod ends of 2 1/2 inches and 3 1/2 inches, larger than ordinarily used in order to allow small whiting to escape and grow. The Fish & Wildlife Service hopes to learn enough about whiting from the forthcoming experiments to recommend legislation regarding mesh size in the cod ends as well as in the body of the net itself.

"Monte Carlo" Back from North Pole

At the Gloucester Marine Railways, Inc. yard last month was the 73-ft. shellfish dragger *Monte Carlo*, owned by Edwin B. Athearn of Falmouth and skippered by Lynden Ricker. The vessel had just returned from the North Pole in a successful attempt to relocate Magnetic North.

Gloucester May Become Base for Tuna Fleet

Capt. Nicholas L. Mezin, Sr. and his son who came to Gloucester recently from San Diego, Calif. in their 86-ft. tuna seiner *Western Pride*, believe their boat may be the forerunner of a large tuna fleet out of Gloucester. On her first trip to the Georges Bank area, the *Western Pride* caught 110,000 lbs. of tuna which gave her a stock of over \$8,000, with each of the 11-man crew getting some \$250 for his labor. Capt. Mezin's 22-year-old son, Capt. Nicholas L. Mezin, Jr., goes as skipper on the *Western Pride*.

Capt. Mezin, Sr., who has been all over the Pacific waters from California to Chile in 33 years of tuna fishing, said he never has seen as much tuna as he observed recently in North Atlantic waters. He believes that if the Gloucester fishermen want a tuna industry, two things are needed—boats that are properly equipped and canneries to process the fish.

Capt. Mezin reports that the tuna schools move so fast that it is difficult for a lone boat to keep track of their whereabouts. On the West Coast a plane is used to spot the tuna schools, and Capt. Mezin believes that if Gloucester makes an industry out of tuna, the services of such an air spotter should be engaged.

Explaining West Coast tuna operations, Capt. Mezin said that the boat owners sign contracts with the cannery every year stating the price that the cannery will pay for the fish. This year it was over 16¢ a pound or \$330 per ton. Then at the end of the year if the market is still strong, the fishermen get a little more. A tuna seine costs about \$15,000 so the boat must get a fair price in order to continue in business.

On Whiting Survey

The 60-ft. fishing boat *Priscilla V.* from Woods Hole was at the Fish Pier last month under charter to the Fish & Wildlife Service. She is to be used in a survey on whiting, to determine the proper size mesh that should be used.

Biologist John R. Clark is in charge, with Capt. Jared Vincent as skipper. They were scheduled to leave on September 10 for their first research trip, following the whiting fleet.

New Jersey Industry Dates Back to Whaling Days

The large commercial fishing industry in the Cape May-Wildwood region of New Jersey stems from the fact that this was once a great whaling center. The memories of whaling have long since faded, but a generous sprinkling of whalebones can still be seen serving as lawn ornaments and exhibition pieces at the docks in Wildwood Crest and Cape May.

Landmarks of yesteryear's whaling days still surviving in Cape May, Wildwood Crest and Wildwood are the railed platforms on the roof peaks of some of the older houses. These platforms, called "the widow's walk," are where the wives of the whalers once watched, sometimes vainly, for the return of ships carrying their men. But the widow's walk wasn't all weeping and wailing. It was also a fine vantage point from which to watch the sport of the "whale-chase" when this happened near shore.

Off-shore whaling was tough and hazardous, but was nevertheless popular and redeemed itself through profits. The death knell sounded when whale oil and whalebones lost their place in heating and illuminating. At one time, whale oil was valuable enough to be used as currency in Cape May.

The three major New Jersey fishing centers are Cold Spring Harbor, Wildwood Crest; Ottens Harbor, Wildwood and Schellinger's Landing, Cape May.



Manuel Boo's shrimp boat "Bella Vista" of Key West, Fla., which is powered with a Model D337 Caterpillar Diesel with 5-blade, 50 x 44 Columbian propeller and 4.4:1 Snow-Nabstdt reduction gear, giving her a speed of 11 knots. The craft was built by Diesel Engine Sales, Inc., St. Augustine, Fla.

North Carolina Oystermen Anticipate Good Season

North Carolina's season for the taking of oysters from State bottoms in waters along the coast opened on October 1 and closes March 1. Some 400 boats were expected to engage in dredging for Tar Heel oysters during the present season.

Oyster production for the biennium 1952-54 in the state was put at 335,598 five-peck bushels, valued at \$838,903. These figures do not include oysters taken from privately owned bottoms. It is estimated production of oysters from private beds will reach about 25,000 bushels per season.

North Carolina oysters are getting better opportunities to grow in state waters, thanks to legislation known as the Oyster Rehabilitation Act. This act has enabled Director Ben E. Douglas of the Dept. of Conservation and Development and Assistant Commissioner Holland to carry on and broaden opportunities for the state's oyster industry.

The act not only provided for greater protection of North Carolina oysters, but it also required the Department to exercise closer supervision over oysters in their growing as well as in their marketing stages.

State Has High Shellfish Rating

The division of commercial fisheries has received a general shellfish sanitation rating of 94.8 from the U. S. Public Health Service. The period covered by the rating is 1953-54. The sanitation rating of the division's oyster shucking houses is 92.5.

The division office is working steadily on establishing a complete filing system covering boats and equipment of all commercial fishermen.

This system gives the name of the owner, address, boat name or number, length of boat, all gear, and price of license issued. Files are arranged by towns and counties.

Shrimp Fisherman Washed Ashore

Marcellus E. McCrary, shrimp fisherman, washed ashore near Frying Pan Shoals Lightship last month after the pumps stopped working on the 40-ft. trawler *Patsy* and the vessel had to be abandoned.

A search for his companion, Dural Worrell was made, but was given up when a life preserver was found and identified by McCrary as belonging to Worrell.

Florida Scientists Studying High Oyster Mortality

A mysterious parasite scientists know little about has attacked oysters in Apalachicola Bay, killing them before they can be harvested for market. Researchers at the State Board of Conservation's oyster laboratory at Apalachicola have been examining stricken oysters to find out all they can about the parasite.

C. W. Dawson, chief of the oyster laboratory, said the study of the parasite resulted from an unexplained high mortality of oysters in the summer. The reason, he believes, is that the best conditions for the organism—apparently high water temperatures and a high salinity rate—occur in the summer.

Scientists have known about the existence of the parasite for about five years. It has struck previously in Louisiana and other places, causing large damage. But to date, laboratory workers have not been able to produce a culture of the parasite—a basic initial step in determining its life history, habits and how to conquer it.

The parasite does not affect the edibility of oysters. When an oyster is infected, it cracks open and dies and cannot be harvested. It also is known that the parasite does not affect oysters in their first 18 months of life.

Charcoal May Curb Red Tide

A theory that charcoal dusted on oceanic waters might control the fish-killing red tide off Florida's Gulf Coast and certain other areas of the world, was offered last month by a team of University of Florida biologists.

These scientists believe that the theoretical possibility is strengthened by laboratory evidence that charcoal can retard the development of certain microscopic creatures somewhat akin in action to the organism responsible for the red tide.

The charcoal works by "absorbing" organic materials ordinarily used by the red tide organisms for their development, thereby impeding their food supply. A theoretical effective application of dusted charcoal to oceanic waters would require about three tons a square mile per approximate yard of depth—at a cost of between \$150 and \$800, depending upon the grade of charcoal used.

Biologist W. B. Wilson of the Fish & Wildlife Service at Galveston, Texas has reported laboratory growth of the tiny red tide organism—part plant, part animal—which has bedeviled portions of Florida's Gulf Coast for years.

Wilson said the new ability to "grow" the pest in test tubes opens the way for a concentrated effort to develop chemicals that might be used in its effective and economical control—and to ascertain the exact conditions required for its growth.

Another Red Tide Theory

A meeting of conservation officials and biologists was held in Tallahassee early this month to hear a report of two Tampa men who claim to have found a new approach to solving the damaging red tide in the Gulf of Mexico. Their theory is that the red tide may be caused by too little phosphate or other matter in Gulf waters rather than too much.

Prof. Sanford Siegel of the University of Tampa and Roland Grybeck of Tampa outlined their findings to a group which included Dr. James Lackey, University of Florida biologist; Dr. F. G. Walton Smith, director of the University of Miami marine laboratory; Dr. C. P. Idyll of the University of Miami and Joe Bell, specialist with the Fish & Wildlife Service, Fort Myers.

The two men asked state aid in developing their theory and in enlisting the help of shrimp boat operators to gather and dispose of fish killed by the red tide.



On hand for the recent launching of the 75' shrimp trawler "American Beauty" at Consolidated Shipyard, Inc., Corpus Christi, Texas, were from left to right: Mr. and Mrs. P. W. Curry, owners of the craft; Jimmy Storm, Glasscock Drilling Co.; John Mitchell, San Antonio Machine and Supply Co.; E. J. Patterson, Coastal Iron Works; N. N. Elkin, Stewart and Stevenson Services, Inc.; Loven Manuel of Consolidated Shipyard, designer of the vessel; Harvey Langston, Stewart and Stevenson Services, Inc.; and Billy Pugh, president of Consolidated Shipyard.

"American Beauty" is First Shrimper Launched by Texas Shipyard

The 75' Diesel-powered shrimper *American Beauty*, first trawler to be built by Consolidated Shipyard, Inc. and the first craft of its size constructed in Corpus Christi, Texas in recent years, was launched from the builder's vertical lift in July. She was christened by Mrs. P. W. Curry of Austin, Texas, wife of the owner, before an audience of over 100 spectators. The Currys also own the shrimper *Southern Bride*.

Designed by Loven Manuel, Consolidated's general superintendent, the *American Beauty* has a beam of 23' and a draft of 6½'. Her payload capacity is approximately 50 tons, and according to Mr. Curry, the new vessel has the size, power and cruising radius to go wherever shrimping is good. She will be commanded by Capt. Charles Bower.

The deckhouse on the *American Beauty* is constructed throughout of Philippine mahogany, and in addition to the pilothouse contains a galley which would be a credit to a yacht. Also located in the deckhouse are bunks for

a crew of six, lavatories and shower baths. Keel for the *American Beauty* was laid January 15.

The shrimper's propulsion power is furnished by a 205 hp. General Motors 6-110 Diesel engine, supplied by Stewart and Stevenson Services of Corpus Christi, and turning a 50 x 44 Columbian 4-blade wheel through 4½:1 reduction. The craft is equipped with Morse controls, a General Electric ship-to-shore telephone and Raytheon Fathometer. Electric power is furnished by a 2½-kw. Onan Diesel generator set, while winch and pumps are operated by power taken from the front of the propulsion engine. Monel metal fastenings are used throughout the keel assembly.

Sister ship to the *American Beauty* is the *Gulf Star*, which since has been launched by Consolidated for Troy V. Hardin of Corpus Christi.

Alabama Shrimp Monopoly Case Dismissed

A complaint that a group of Alabama Gulf Coast shrimp packers and brokers conspired to fix prices to area shrimpers received a final dismissal by federal court in Mobile early last month.

In dismissing charges brought by the Mobile Bay Seafood Union, Inc. and others, Federal Judge Daniel H. Thomas last June 25 gave the complainants 10 days in which to amend their petition for a temporary injunction, and no amendment was filed.

The respondents denied the charges that they violated the Sherman Anti-Trust Act, and further contended the complaint failed to show that the alleged acts restrained trade.

Landings Consist Mainly of Shellfish

Landings of fishery products at Alabama ports during July totaled 1,474,000 lbs., representing an increase of 374,000 lbs. or 34 percent compared with the landings of the previous month.

The shellfish yield accounted for 76 percent of the total July poundage, with the major portion of this category consisting of shrimp. Mullet led all other finfish in production with nearly 189,000 lbs. Red snapper was in second place with 100,000 lbs., followed by buffalofish and grouper.

Total landings of fishery products at Alabama ports for the four-month period April-July inclusive, amounted to 3.8 million lbs. Shrimp landings during this period were over 2 million lbs. and accounted for 54 percent of the four-month total.



Loven Manuel, general superintendent of Consolidated Shipyard, with the vessel's main power plant—a 205 hp. General Motors 6-110 Diesel supplied by Stewart and Stevenson Services, Corpus Christi, Tex.

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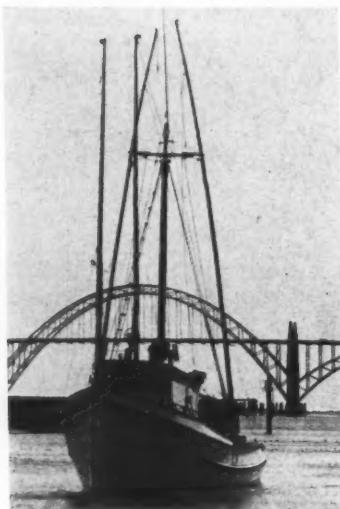
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The 45' x 14.2' "Starlite" at Newport, Ore. Owned by Capt. Uno Mackey of Astoria, Ore., equipped with 140 hp. Chrysler Royal 8 engine with 4.5:1 reduction gear, Kaar radio-telephone, 12 volt Willard batteries, and uses Union fuel and lubricating oil.

Oregon Gets New Fish Research Director

M. T. Hoy, State Fisheries Director, last month announced that George Y. Harry, Jr., has been appointed director of the research division of the Oregon Fish Commission. Harry, formerly in charge of marine fisheries investigations at Astoria, moves into the vacancy created when Fred C. Cleaver was appointed Assistant State Fisheries Director earlier this year. Robert W. Schonung will advance from chief of Columbia River investigations to assistant director of research.

Harry also announced that John I. Hodges has been appointed to the newly-created position of water resources analyst. Hodges has been in charge of fresh water research activities.

To Investigate Salmon Mortality at Dam

The Oregon Fish Commission has initiated preliminary experiments to gather information on the mortality of adult upstream migrant chinook salmon at Bonneville Dam. The project is being carried out by the Fish Commission under a contract with the Fish & Wildlife Service.

The current work is not a large-scale attempt to answer the question of how many adult fish are mortally injured at Bonneville. The initial experiments are being conducted primarily to develop methods which will later be used in estimating losses occurring at the dam.

T. R. Merrell, Fish Commission Biologist in charge of these studies, said that 700 big, tagged, dead salmon had been placed in the Columbia at and above the Bonneville. Biologists are currently surveying sloughs below the dam to try to recover both tagged and untagged floating fish which drift out of the main river flow.

Committee to Study Fish Passage Over Dams

Organization of a new steering committee under the Columbia Basin Inter-Agency Committee for the purpose of developing a comprehensive fisheries program for the Pacific Northwest has been announced by Chairman William A. Pearl.

Dr. Pearl said he asked the new committee to undertake studies aimed at a plan to resolve the fisheries problems facing Columbia basin developers. He suggested that the committee canvass research already completed, review current approaches to the problem and attempt to determine what additional work needs to be done.

Fish passage, both upstream and downstream, over dams is the major problem to be tackled.

Washington Vessel Studying Halibut Migrations

The fishing vessel *Eclipse*, under charter to the International Pacific Halibut Commission, returned to Seattle in mid-September after a scientific research voyage to Alaskan waters. The *Eclipse* was engaged in tracing migration routes of halibut in the Gulf of Alaska. More than half the fish caught by crew members were tagged and thrown back into the water. The craft returned to Seattle with about 20,000 lbs. of halibut which were sold over the exchange.

The International Pacific Halibut Commission reports that the recently announced all-time record halibut catch of 70 million lbs. was worth over \$14,000,000 at wholesale prices. The catch as landed had a value of more than \$11,000,000 to 670 regular halibut vessels and 600 small boats, and to the 4,000 fishermen who manned them.

The last regular halibut fishing season closed on September 9 in the far western Alaska grounds including Bering Sea and in the waters off southern Oregon and northern California. Small quantities of halibut will continue to be landed under permit until November 15 by setline vessels fishing for other species.

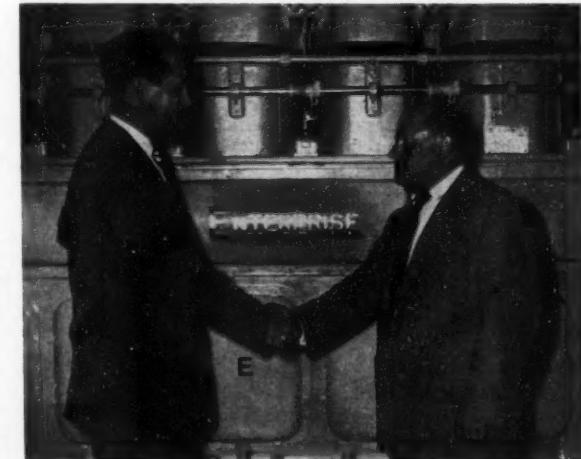
The Pacific catch this year will represent about 75 per cent of the world halibut production, compared to 58 per cent in 1950.

Freezing of Oysters to be Studied

As a result of a grant from the Refrigeration Foundation to the Fish & Wildlife Service, work will begin soon on a project for freezing Pacific oysters. So far, freezing attempted by the industry has been successful in a limited way. The Pacific industry is most interested in these experiments as they may open up another avenue for marketing of their product. They are already canning oysters and producing a canned oyster stew in addition to the production and marketing of fresh shucked oysters.

Heavy Adams River Salmon Run

Canadian and American fishermen are expected to take over 10,000,000 salmon from the 1954 Adams River run.



E. A. "Ted" Drake, left, marine superintendent for British Columbia Packers Ltd., receives best wishes from Enterprise Manager of Engineering and Manufacturing, John Sheusner, after inspecting new Enterprise DMG-38 Diesel engine, rated 800 bhp. at 390 rpm. at Enterprise's San Francisco plant. The engine was to be shipped to Vancouver and installed in the "Cloverleaf", 146' combination tow-boat and packer. The vessel is expected to do 11½ knots light and 7½ knots with 2 loaded barges in tow. She will ply between the company's plants on the British Columbia coast, delivering supplies from Vancouver and returning with fishery products ranging from canned salmon to whale oil.

which was being fished the middle of last month by the gillnetters in the Fraser River. The '54 pack is of excellent size, with fish averaging 7 lbs., about a pound heavier than normal. Canadian seiners had their last crack at the run on August 30.

The return of the salmon runs to Puget Sound marks the fruition of a long and carefully-planned program worked out by statesmen, biologists, fishermen and canners in the U. S. and Canada.

Puget Sound sockeyes are hatched in lakes in British Columbia. They migrate to the Pacific via the Fraser River system and pass through the U. S. By treaty, fishermen on both sides harvest them, allowing plenty to escape for conservation purposes.

But a mammoth rock slide at Hell's Gate stopped this by barring free passage to the Fraser River, threatening the spawning of millions of sockeyes. An international Sockeye Commission raised \$2,000,000 to install a gateway of tunnels, baffles and ladders for the fish to make their way to home lakes to renew the life cycle. The investment paid off many times, and canners were expected to go over their pre-season estimate.

Seattle Landings for September

Production by the otter trawl fleet of Seattle during September amounted to 1,537,917 lbs., landed in 30 trips. This amount was more than 185,000 lbs. larger than the landings for August. Cod (true) accounted for the biggest proportion of the yield—697,739 lbs. Perch (Pacific Ocean) was second, with landings of 258,987 for the month. Heaviest day's receipts were on the 13th when 176,068 lbs. were reported.

The halibut fleet landed 1,501,250 lbs. of fish during September. This included 506,900 lbs. halibut; 927,750 lbs. sablefish; 62,350 lbs. rockfish and 4,750 lbs. ling cod.

Fishing Boat Smashed

The 32-ft. fishing boat *Little Dipper*, owned by Carl A. Carlson of Seattle, was dashed to pieces last month on rocks at Point Sal, Santa Barbara County. The Coast Guard received a brief message from the Point Arguello lifeboat station that the men were uninjured, but the boat was a total loss.

Westport Fish and Shellfish Landings

Salmon landings at Westport reached a 1954 total of 1,815,439 lbs. following the recording of 411,510 lbs. during the month of August.

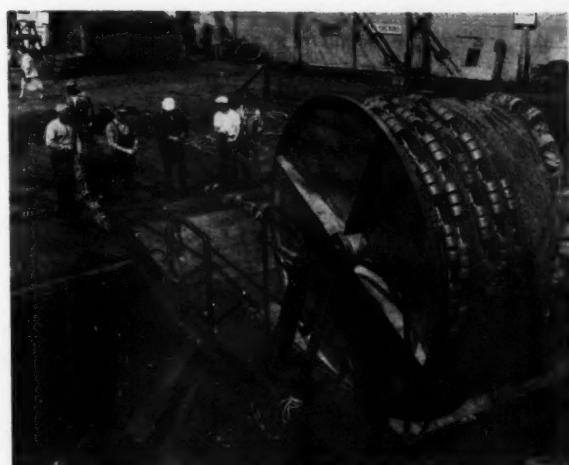
Bottom fish production in August of 26,951 lbs. brought the yearly total of 201,110 lbs., while August landings of 641 dozen crabs raised the annual total to 95,169 dozen. Oyster takes were still totaled at 64,000 lbs.

Report on Alaskan Cruise

The Fish & Wildlife Service exploratory fishing vessel *John N. Cobb* arrived in Seattle September 16, after completing an investigation of the commercial potentialities for bottom fish, shrimp and king crab in the Prince William Sound area of Alaska. Actual fishing operations were carried on from July 13 to September 8.

Fishing results revealed that commercial quantities of Pacific Ocean perch are available in offshore waters adjacent to Prince William Sound. Catches of this species of 1,100 to 6,000 lbs. per hour were made off Middleton Island at depths from 79 to 112 fathoms. In the area 12 to 24 miles south of Point Elrington at 90 to 122 fathoms, from 2,300 to 3,200 lbs. of Pacific ocean perch and up to 1,000 lbs. of sablefish were taken per one-hour drag.

Drags inside the 50-fathom contour from near Cape Hinchinbrook to off the Copper River caught up to 1,800 lbs. of starry flounder per hour. English sole were encountered frequently in this area, but 125 pounds per drag was the best catch. Otter-trawl drags were also made in various areas of Prince William Sound proper, but only small catches of various species of commercially desirable bottom fish were encountered. Small numbers of marketable size king crab were frequently present in drags in this area.



Repairing nets on pier at Port of Seattle's Bay Fishing Terminal are crew members of purse seiner "Trade Wind", owned by Hans Mikelsen of South Colby, Wash. Huge reel at right, which was manufactured by Marine Construction Co. of Seattle, is 17' high and 14' wide. It is hydraulically-operated, and is used for hauling in nets. The "Trade Wind" was among the first boats to return from the big sockeye season.

Areas fished for shrimp included Orca Bay, Port Gravina, Port Fidalgo, Valdez Arm, Port Valdez, College Fiord, and Montague Strait. A 20-ft. beam trawl was the principal gear used, although shrimp traps were also fished. A total of 90 beam-trawl drags was made and 69 individual shrimp traps were set. Favorable shrimp catches were made in Orca Bay with 5 of the best drags in this area, at 58 to 122 fathoms, averaging 212 lbs. of mostly pink shrimp of commercial size per hour. In Port Gravina the best drag caught 310 lbs. of pink shrimp per hour. In the Montague Strait area 282 lbs. of commercial-size pink shrimp per hour were taken off Graveyard Point. Only a few shrimp were taken by traps.

A total of 92 individual king crab pots were set in various areas of Prince William Sound. The best results were obtained in College Fiord where 9 pots at 43 to 68 fathoms for 23 hours caught a total of 41 marketable size king crabs and in Esther Passage where 9 pots at 52 to 90 fathoms for 20 hours caught 30 marketable-size king crabs.

Demand for Salmon Improves

The demand for salmon of all varieties has improved and this year's Puget Sound pack was reported as totaling 488,000 standard cases. A big pack of halves is needed to fill the demand for fancy salmon in this size which has nearly doubled since 1950. Due to a very short Alaska Sockeye pack in halves, the total supply is about 985,000 cases, compared with consumption of 907,000 the past season.

Bellingham Landings

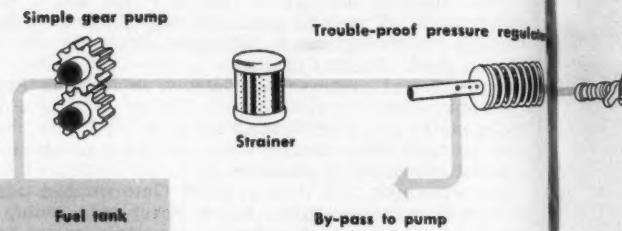
Landings of fishery products at Bellingham for the four weeks' period ending September 25 amounted to 1,421,229 lbs., with perch (Pacific Ocean), cod, (true) and rockfish in that order, being the three biggest varieties. Perch receipts amounted to 784,126 lbs., cod, 269,090 lbs. and rockfish, 148,465 lbs. Biggest week of this period was the one ending Sept. 18, when 451,490 lbs. were landed. Perch showed an increase over the same period during August of over 162,000 lbs.

"Leviathan" Gets New Engine

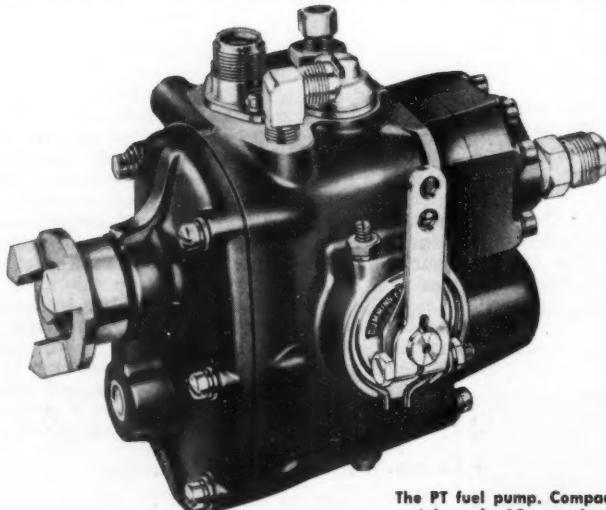
North Coast Marine Engine & Equipment Co. of Seattle has installed a Cummins Model NHRMS-600 Diesel rated 185 hp. at 1800 rpm., in the 66-ft. halibut schooner *Leviathan*. The *Leviathan*, owned by Matt Mattson, Mons Holme and Alf Ness, recently sailed for California to fish for tuna. The speed of the boat, built in 1926, was increased from 6½ knots to 11 knots by the new engine.

Here's the simplest diesel fuel system ever developed!

Simplest pump and fuel control arrangement



Cummins new **PT** fuel system. sim



The PT fuel pump. Compact, easy to handle, weighs only 13 pounds. Does not have to be timed to engine, quick and easy to install.



The PT injector utilizes the exclusive Cummins principle of fuel injection which has set the highest standards of performance and economy for more than 20 years.

THE revolutionary new PT fuel system, now standard on all Cummins Diesels, has fewer and far simpler parts than carburetor and ignition systems or ordinary diesel fuel systems. It is easy to understand, simple to work with, can be serviced by any mechanic. No longer any need for fuel system specialists! The PT fuel system has under-

gone two years of field testing and millions of operating miles under every conceivable condition. Its dependability record is phenomenal. Operators report even less fuel consumption than with earlier Cummins fuel systems and far less cost of maintenance. The PT fuel system can be installed on any Cummins Diesel built since 1932.

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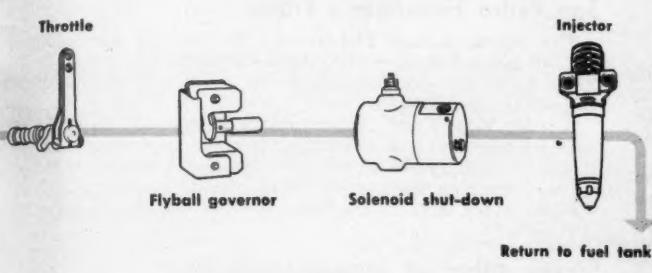
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PT advantages over gasoline systems:

- No contact points to adjust
- No condenser to replace
- No spark coil to short
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- No vapor-lock problems
- No flooding
- No choking or priming
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- No float level to maintain
- No float valve to stick

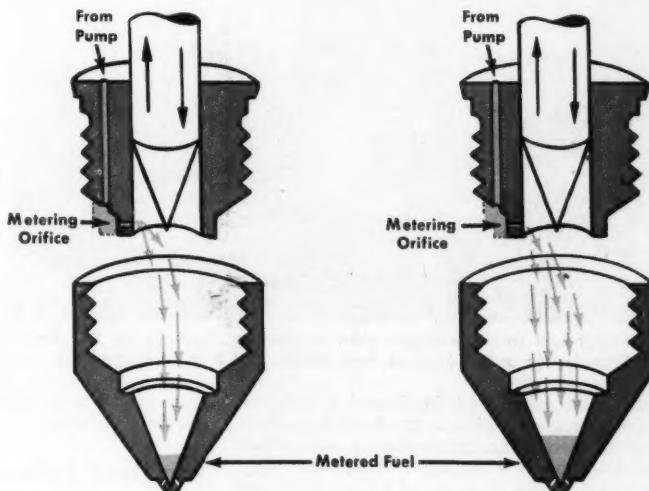
PT advantages over ordinary diesel systems:

- No fuel rack adjustments
- No check valves
- No needle valves
- No helixes
- No distributor discs
- No metering pumps
- No high-pressure fuel lines
- No fuel pump timing

system... simpler to work with than gasoline carburetion and ignition

Simplest Fuel Metering Device

The principle is simply that the amount of fuel flowing through a fixed orifice varies according to the amount of pressure on the fuel. Pressure is controlled by the throttle on the PT pump. Fuel flow through orifice is cut off as injector plunger, actuated by engine camshaft, moves down to inject fuel.



When engine is under partial load, fuel pressure is low, and only a small amount of fuel passes through orifice into injector cup.

When engine is under full load, fuel pressure is increased, and greater amount of fuel passes through orifice into injector cup.

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leader in lightweight highspeed
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California Has Largest Tuna Landings in Years

Tuna receipts for the year up to Sept. 18 at Los Angeles Harbor had reached a record 100,000 tons, approximately one-fourth of which was imported in the frozen state for canning in local plants. Prices dropped \$20 to \$310 on bluefin, to \$280 for skipjack and \$320 for yellowfin.

Heavy shipments of imported fish arrived simultaneously with the largest catches in years by the local purse seine fleet and a better than normal catch by long-range live bait clippers.

At one time during the month a backlog of between 5,000 and 6,000 tons of tuna accumulated in boats waiting to unload their catches while imported fish was being discharged from merchant ships. Canners were slow in taking an estimated \$1,750,000 worth of fish, but with the end of September only a few live bait boats were still waiting to discharge their catches.



Celebrant at a special altar built on the municipal wharf at Monterey, Calif., is the Rev. Mario Buttini of Santa Cruz, for the annual Feast of Santa Rosalia and blessing of the fleet.

Canners explained their warehouse holdings had reached more than 3,500,000 cases, or twice normal stocks, while heavy imports of canned tuna from Japan and other countries continued to flood the American market.

Shrimp Catches Show Big Gain

Although no exact figures are available to date on shrimp deliveries this year, the season, according to the Tom Lazio Co. of Eureka was 200 per cent better than last year's. Total poundage for 1953 was 43,145.

Shrimp landings for this year were reported by the Company to have been completed, but the season actually does not close until October 15.

Sole Takes Lead in Fish Landings

Dover sole continued to hold the lead in commercial fish landings in Eureka for the major part of August. Nearly 200,000 lbs. of the variety had been delivered towards the latter part of the month.

Ranking next in line were rockfish, then salmon, arrowtooth, English sole, sable fish, lingcod, rex, petrale and sand dabs.

In general, the Humboldt Bay dragboat fleet was highly active during the late summer, with deliveries up to normal and dealers well supplied.

Oyster Plantings Show Promise

Test plantings of oysters in the Arcata area of Humboldt Bay are doing well and show promise of commercial possibilities, according to H. G. Orcutt, marine biologist. Plantings were made a year ago and again this year.

Ralph Hayes, formerly of Arcata but now of Petaluma, is the title owner of the bay oyster beds.

San Pedro Fishermen's Fiesta

The eighth annual Fishermen's Fiesta was scheduled for October 9 and 10, with a super-carnival and bazaar on Fishermen's Dock at San Pedro and a climactic parade of gaily-decorated boats.

"Circus Time" was chosen as the theme for the 1954 boat parade, and the fishing boats were to compete for \$7,000 in cash prizes to be awarded the best decorated craft. Preceding the parade every year is a solemn high mass at Mary Star of the Sea Church, and the blessing of the fleet.

Eureka Albacore Season About Over

Albacore, which made its first appearance off the Humboldt County coast in late August, was becoming less plentiful during September, leading some fishermen to believe that the season in the Eureka area had terminated.

More than 30,000 lbs. were received by local companies by the end of August. Bringing in the first deliveries were B. Harris with his boat *Craft King*, and Frank Sutton of the *Esther Cotter*, whose catch of some 4,600 lbs. marked the start of operations. Tom Lazio Fish Co. received the largest cargo, around 15,000 lbs.

Many of the boats in the local area left to search for albacore off the coasts of San Francisco, San Diego, Monterey and Fort Bragg.

Slowness of the season in Humboldt Bay was blamed mostly on rugged weather.

Monterey Fleet Blessing

Santa Rosalia, patron saint of Italians who fish in the sea, was honored at a solemn ceremony and annual blessing of the fleet in Monterey on September 12. The Rev. Mario Buttini of Santa Cruz was celebrant and preacher, assisted by the Rev. John Ryan of Monterey.

Hundreds of persons paraded from the church ceremony to the municipal wharf to see the fleet blessing.

Two Dead Following Explosion

Two men were lost and five injured in a blast which destroyed the purse seiner *Santa Lucia* at Avila late last month. Lost were Frank Cardenelli of Monterey, owner and skipper, and Frank Cardenelli, a crewman, but not related to the skipper.

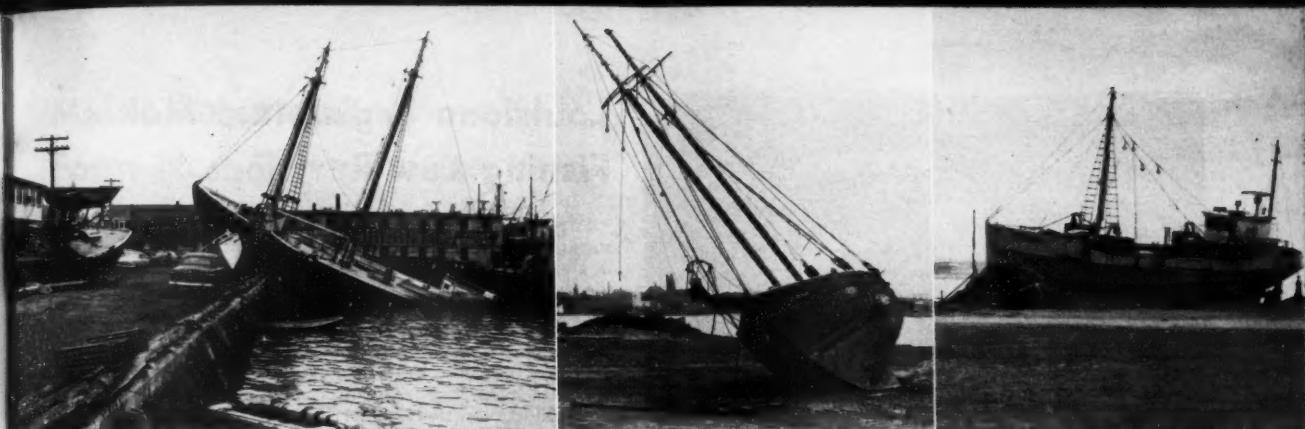
The blast blew the seiner apart, set fire to the dock and blew the nine men aboard the vessel into the water. Survivors made their way with a skiff to a nearby dock.

Eureka Salmon Fishing Declines

Continuing the trend of the past few years, salmon fishing in Eureka appeared to be declining, based on figures to date for the season. Towards the end of September, salmon deliveries totaled some 1,092,000 lbs., compared to the 2,949,014 lbs. recorded by the Dept. of Fish & Game for 1953.

August landings amounted to 82,500 lbs. Salmon deliveries for July were reported to be 460,300 lbs., an increase over the 345,600 lbs. caught the previous month.

Meanwhile, more favorable salmon operations were reported at Crescent City. As the season in Eureka began slackening off, a number of company boats began fishing out of Cape Blanco, Port Orford, Bandon, Brookings, Coos Bay, in the north, and at Fort Bragg and Point Arena in the south.



Some of the fishing boats washed ashore at Fairhaven, Mass. during "Hurricane Carol". Left, the "Marjorie Parker" nosed up near yard of Norlantic Diesel, with the "Billie" on dock in front of MacLean's Seafood; center, the high and dry "Black Hawk"; right, the dragger "Sea Hawk" being dug out.

New Bedford Starts Salvage Work on Damaged Boats

Fifty percent of the entire fishing fleet was damaged, and two vessels lost—the *Redstart* and the *Friendship II*, in Hurricane Carol. Six boats were sunk in port, 31 beached in various degrees and 10 of the damaged craft are believed beyond repair. John F. Linehan, business manager of the Seafood Producers Assoc. of New Bedford, is organizational director for salvage operations in the New Bedford harbor, and is working in collaboration with the Coast Guard.

Bulk of harbor salvaging operations were taken over by one of the country's largest maritime salvage firms, Merritt-Chapman & Scott of New York, and the 150-ft. salvage barge *California* was dispatched here. The lighter is capable of lifting 90 tons and was leased by the U. S. Salvage Co. In turn it was hired by insurance underwriters for salvaging operations, working from Norlantic Diesel, Inc. at Union Wharf, Fairhaven.

The *California* has already pulled the dragger *Nautilus* from Union Wharf and the *Joan and Ursula* which sank off Union Wharf, has been raised. She will attempt to free the *Pauline H.*, and then move to Crow Island where the *Mary J. Hayes*, *Vivian Fay* and *Fleetwing* are beached.

Norlantic's three marine railways are being used, and the shipyard is back to 80 percent operation.

Bay Scallop Season Opens

October 1 marked the opening of the bay scallop season, a profitable seasonal enterprise in this area. More than 500 persons in Greater New Bedford will take advantage of the season, many on a full-time scale, until scalloping ends April 1, 1955. Hours for fishing are from 7 a.m. to 5 p.m.

Takes Top Honors on First Trip

The *Cara Cara*, converted from a redfish dragger to groundfishing, took top honors with a catch of 93,000 lbs. of fish in her first trip out of New Bedford last month. Her home port was Gloucester and she had been fishing off Nova Scotia before coming to New Bedford.

Exceptionally high landings of fish at this port during late September were attributed to the storm. Fishermen claim that the storms stirred up fish from areas where drags previously have been unable to reach and relocated them in more accessible places.

Scallops Bring Highest Price of Year

The highest price of the year for scallops was paid September 13 at Pier 3 when the Eldridge Scallop Co. bought the 2,500-lb. trip of the *Marmax* at 55.8¢ a pound. High prices bid on both scallops and fish were attributed to low catches as an aftermath of the hurricane.

Maryland Expects to Have Good Oyster Season

Oyster production this year in Maryland gives promise of surpassing in number of bushels the 2,600,000 bushels harvested last year. So far numerous new places have been found which have good large oysters on them.

The quality of oysters marketed has been good, better than was expected. If dredgers also find quantities of good oysters when dredging starts in November, Maryland oystermen and packers should have a good season.

Important to the whole oyster industry is the fact that shells planted in various areas in Maryland are showing excellent catches of spat or young oysters. In Eastern Bay where 100,000 bushels of shells were planted this year, about 640 spat to the bushel have been found. Pocomoke Sound is showing some 300 or more spat to the bushel and the Anemessex River is also showing a very good catch of spat.

Oysters on the natural rocks in the Chesapeake Bay and in its tributaries are in quantities that promise good hauls right along, and dredgers and tongers have good prospects ahead of them this year, particularly as there seem to be more larger size oysters on the bottoms than for a long time.

The one disappointing feature of the new oyster season is the oyster haul from the Punch Island area of the Chesapeake Bay, opened last month to tongers for the first time in two years. According to Winnie Adams, a troller, about 24 oyster boats from Fishing Creek started operations in the Punch Island area. However, only three boats remained there. The others went to the Choptank River which also opened for tongers.

Big Catch of Rockfish

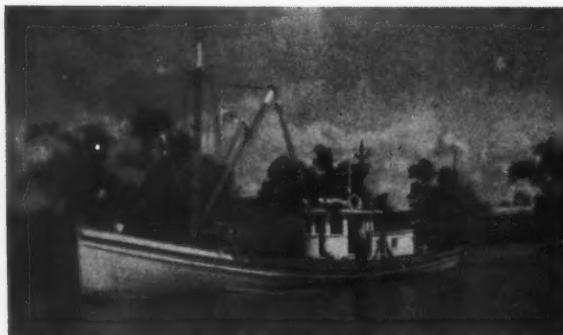
The biggest catch of rockfish to be reported in many years was brought into Havre de Grace last month by Frank Beck, a commercial fisherman, who had a haul of 40 tons. Beck found the school in the Susquehanna River off Havre de Grace.

Fisheries Industries Day at Solomons

Fisheries Industries Day was held at Solomons on September 27. This program was designed to demonstrate the role of marine resources in the culture and economy of the County.

Actual catching methods for oysters and crabs were demonstrated on the water, viewed from boats operated by local charter captains. A typical, modern oyster shucking and packing plant was opened for guided tours. The research vessel of the Chesapeake Bay Institute was opened to inspection by the public.

Also open was the laboratory of the Maryland Dept. of Research & Education, which featured special exhibits devoted to various phases of conservation research.



The "Gulf Wave", 59' x 16 1/2' x 4 1/2' shrimper owned by Harrison Rousse & Son, Cut Off, La., and powered with 100 hp. engine which swings 38 x 26 Columbian propeller. Other equipment includes Union wire rope, Exide batteries and Columbian cordage.

Georgia Studying Fish Loss from Factory Waste

The Georgia Fish & Game Commission planned last month to call in an industrial biologist from Georgia Tech to study the large fish kill near the Rayonier Corp. plant near Jesup and to investigate the pollution of the Altamaha River which has killed thousands of fish.

Fulton Lovell, director of the commission, said Fred Dickson, chief fishery biologist of Atlanta, Tad Lane and Frank Knapp of Brunswick were already investigating the polluted waters.

In a test made by the Fish & Game laboratory recently, fish died within 30 minutes after being placed in waste material from the Rayonier plant, watered down to normal stream dilution.

Examination of dead fish taken from the stream showed most of them died from the presence of some foreign substance in the water, rather than from a lack of oxygen.

Appointed to Fish & Wildlife Service

Hugh W. Terhune has been appointed assistant director of the Fish & Wildlife Service's Regional office in Atlanta. He succeeds Walter A. Gresh who became director after the retirement of James Silver. Terhune had been assistant chief of Alaska Fisheries branch at the central office in Washington since 1950.

Clyde A. Taylor

Clyde A. Taylor, widely known and prominent native of Brunswick, died last month. For many years Mr. Taylor was engaged in the merchandise brokerage business, and later became active in the shrimp and oyster canning industry. He had been president of the Glynn Canning Co. and general manager of the Georgia Canneries, later becoming owner of the St. Marys Canning Co. in St. Marys, to which city he moved in 1930.

Gulf and Caribbean Institute Meeting

The Seventh Annual Session of the Gulf and Caribbean Fisheries Institute is to be held in Havana, Cuba November 15-19. Members of the industry are particularly invited to attend this meeting, as, of course, are scientists, administrators, and economists working in the fisheries.

Hotel reservations may be made directly with the Hotel Nacional de Cuba or with Dr. C. P. Idyll, Executive Secretary, Gulf and Caribbean Fisheries Institute, University of Miami Marine Laboratory, Coral Gables 46, Florida.

Louisiana Legislature Makes Fishing Law Revisions

Several changes in the laws governing fishing in the state were made by the 1954 session of the Louisiana Legislature. One new law fixes the amount of salt-water shrimp for bait that may be taken from closed waters during closed seasons at five lbs. per person or 50 lbs. in the aggregate.

The closed season for oysters was changed which makes it illegal to take oysters from the natural reefs of the state from May 20 through August 31.

An additional penalty for violators of the law governing shocking of fish by electrically controlled devices provides for revocation of fishing license of the defendant for one year upon conviction.

It is now legal to use seines or nets with a mesh not less than two inches square or four inches when stretched after being treated with tar for the taking of fresh-water commercial fish.

An amendment to the existing law governs the size of shrimp trawls in Vermilion Bay, East Cote Blanche Bay and West Cote Blanche Bay to a size not exceeding 50 ft.

Government Personnel Being Increased

The Fish & Wildlife Service reports that it will add five more men to take care of extra commercial fishing in Louisiana and Mississippi.

A fifth person will be assigned to New Orleans. He will take care of fishery education and market development.

Canned Shrimp Pack Trailing

The canned shrimp pack for the week ending September 11 ran 35,819 cases or 14% more than the same week a year ago, and sales were running ahead of last year.

The pack for the week ending September 18 was 29,089 cases, or 16% less than a year ago. The season to the 18th was 6% behind, even though a larger proportion of the catch has been going to canners.

Winners of "Biggest Catch" Contest

Leo Sons of Berwick won the Shrimp Festival prize for the biggest catfish contest, with a blue cat weighing 63 lbs. caught on July 20. The fish was delivered to Blum & Casso Fisheries.

Bill Haase of Morgan City, who fishes crabs for Reuther's Seafoods, Berwick, won the biggest crab contest with his specimen measuring 22 1/2" from tip of one claw to the other.

Preparing New Seafood Directory

Charles Murphy of the Dept. of Wildlife & Fisheries Commission is surveying Louisiana seafood dealers to get information for a new Seafood Directory. One directory has already been issued, but includes names of many individuals who are licensed to buy seafoods but are not actual packers and shippers.

The seafoods directory is intended to make it convenient for out of town markets, brokers and individuals to order from Louisiana dealers. All Louisiana seafood plants will be listed with name and address and a list of products handled.

Fishermen Cooperating in Lake Ban

Cross Lake Custodian W. C. Brewer said recently that commercial fishermen were cooperating 100 per cent with the City Board of Health by staying off the lake.

The temporary ban on trot lines and nets recently imposed in the lake is intended to permit the Health Board time to establish regulations governing sanitary conditions and to clear the lake of fishing equipment.

Brewer said that about 10 trot lines which appeared to have been unattended in the lake for some time, were removed.

Maine Lobstermen Move to Form New Organization

Steps in the formation of an organization of lobstermen of the Maine coast were underway last month when a group of men representing the Beals Island, Cutler and Jonesport area met with Rockland Attorney A. Alan Grossman to confer on plans for the organization of such a group.

On October 1, more than 200 lobster fishermen met at the Thorndike Hotel in Rockland to discuss the organization of a lobster fishermen's association. Among those present were Les Dyer of Vinalhaven, Lewelyn Rich of Isle au Haut and Sea & Shore Fisheries Commissioner Stanley Tupper. Speaking before the group during the afternoon meeting, Tupper stated that the organization would be desirable and pledged the support of his department in any sincere effort toward formation of an organization for Maine lobstermen.

Food Editors Visit Sardine Plants

Forty of the nation's better known food editors paid Rockland a visit on October 1 to sample a shore dinner and inspect sardine plants in Rockland.

The group is traveling the state under the sponsorship of the Maine Development Commission, Maine Sardine Industry, the Maine Poultry Industry, and Maine Potato Tax Committee.

They were scheduled to tour the plants of North Lubec Canning Co., Green Island Packing Co. and Holmes Packing Corp., to watch the process of packing sardines.

Following a Maine seafood dinner at Mayo's Lobster Wharf, the group sailed aboard four sardine carriers of the Rockland fleet to see just how the fish are caught. Loaned for the occasion were the Holmes carriers *Jacob Pike* and *Mary Anne*; the *Pauline* of North Lubec Canning Co., and the *Neptune's Bride* of Green Island Packing Co.

Speaks on Herring Research

Carl J. Sindermann, biologist at the Sea & Shore Fisheries station at McKown Point, spoke last month at Boothbay Harbor on "Over-fishing and its Relation to the Maine Herring Fishery".

According to Mr. Sindermann, there are usually two possible reasons for fluctuations in fisheries—the first is that man is over-fishing the population; and the second—other factors in the environment of the fish, either physical or biological, which influence the number of fish which survive.

In some fisheries, especially the redfish fishery, there



Charles Pendleton of Winter Harbor, Me., giving his 28' lobster boat an overhaul job. He fishes 125 traps.

seems to be evidence of over-fishing. As far as can now be determined, however, he said, there is little evidence of over-fishing as far as Maine herring are concerned.

It does appear, he noted, that the fluctuations which are apparent in the herring fishery are due more to the limitations in year classes of herring. Only one and two-year old herring are used commercially, while other species are not so rigidly confined.

He concluded that the problem of fish population studies is too variable to pin down absolutely. The job is primarily one of comparing fluctuations in such things as water temperature, current patterns, winter storm conditions, abundance of food organisms, and abundance of predators.

Lobstermen Back in Business

A week after the hurricane dealt a million-dollar blow to Maine lobster fishermen, they were back in business with spare traps and other gear laid away for such an emergency.

Stanley R. Tupper, commissioner of the Sea & Shore Fisheries, said that most lobster fishermen had extra traps which they have put to use. As a result, the lobster supply to markets is normal and the price is about the same as before the blow.

At Rockland, Charles Smith said he had received no applications for loans up to September 9, and at Portland, Louis S. Walsh said only five fishermen had applied.

Boothbay Region fishermen, it is estimated lost upwards of 1,000 lobster traps in the hurricane. Fourteen members of the Boothbay Region Fishermen's Co-op reported they had lost a total of 283 traps.

New traps, rigged, cost about \$8 apiece. Thus lobstermen in this area may have had some \$8,000 worth of gear destroyed by the rampaging seas.

Leighton Davis, who reported losing only four traps, said when he hauled in his traps after the storm, they were crammed with rockweed, kelp, mud and sand, along with a fair number of lobsters.

Sardine Packers Raise Price

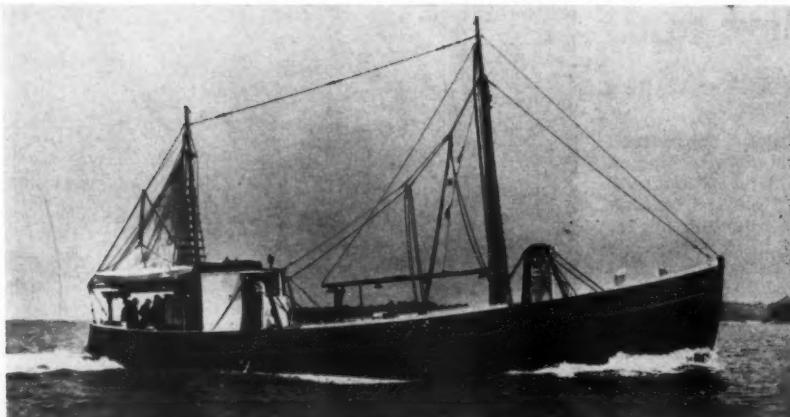
Some Maine sardine canners announced that effective September 15, prices would be advanced to \$6.75 a case, up 25¢, for keyless quarters, fob.

Few fish were running then, and they were of the small sizes, resulting in high packing costs. At best, only a few weeks remained where canning is possible. Meanwhile, there is a fairly good sardine demand and reports from consigned markets are that buyers are not carrying large inventories.

According to a report issued October 2, over half of the 2,400,000-case pack was estimated to have been sold. However, the total supply is 100 to 200 thousand cases less than industry sales of the past two seasons.



Arvin and Arvid Young, 14-year-old twins, Corea, Me. use a 7 1/2 hp. Evinrude outboard on a 13' boat to haul their gang of 60 traps before going to school in the morning.



The 75' x 17' x 11' dragger "S #31", operated by South Fish Co. of New York under command of Capt. Sig Jacobsen. Power for the vessel is furnished by a 180 hp. Superior Diesel with 48 x 30 Columbian propeller. Other equipment includes Willard batteries and Columbian rope.

Engines Need Sufficient Air

(Continued from page 14)

fold on natural aspirated engines. If the restriction is low, 7 to 14" of water at maximum governed speed, the engine is getting plenty of air. If the restriction exceeds 18" of water, the engine is not getting enough air. To correct, proceed as follows:

- A. Clean the air cleaner screens.
- B. Check for sharp bends in air inlet piping. Sharp bends restrict air flow.
- C. Check to be sure the inside diameter of the piping between the cleaner and the engine is no smaller than the flange connections of the air cleaner.
- D. Repair or replace any dented or mashed air cleaner piping or air cleaner.

After all corrective measures have been taken, recheck the air inlet restriction.

A good air cleaner cannot do its job unless all the intake air goes through the air cleaner. Make sure that the cleaner piping and connections have no cracks or holes through which intake air can by-pass the cleaner. Some air leaks cannot be found by visual checks; it may be necessary to pressure-check the intake air system.

Cleaning the Air Cleaner

The air cleaner will take dirt from the air until it gets loaded; then it restricts air flow and lets the dirt go through. The mechanic must clean the system.

Remove dirt from the pre-cleaner if used, and from the air cleaner cup as often as the job requires. Never allow more than one-half inch of dirt accumulation in the oil cup. Keep oil in the cup because the oil wash is the only way to keep the cleaner screens effective.

Occasionally it will be necessary to steam clean the air cleaner main body screens or remove the cleaner and wash in solvent. When steam cleaning, disconnect the outlet pipe and direct the steam jet from the outlet side of the cleaner so the dirt will be washed out in the opposite direction of air flow.

Remove the tray screen just above the oil cup and wash it in solvent as often as required. If lint has collected, it may be necessary to singe it off; be careful not to use a flame that is hot enough to melt the tinned coating. A regular maintenance schedule for the air cleaner system is advisable to insure that each operation will be performed when it is needed.

Every 2500 miles or 75 hours operation, you should do the following: change oil in air cleaner and air breather; check for air leaks due to punctured hose connections; check for cracks in welded seams of air cleaner and piping, de-

formed oil cup gasket, loose super-charger inlet connection, split soldered joints in air cleaner housing. A check also should be made for air restrictions due to kinked or mashed flexible hose lines, dents or bends in metal tubing, or mechanical damage to air cleaner.

Every 5000 miles or 150 hours of operation, you should clean the removable air cleaner tray, and check the tightness of air cleaner hose clamps and connections, air cleaner mounting bracket cap screws, air cleaner bands. (Upper band must not contact bottom of cleaner outlet connection.)

Every 20,000 miles or 600 hours operation, you should check the air inlet restriction; if restriction exceeds 18" of water, steam clean the air cleaner main body non-removable screens; wash interior walls of air cleaner center tube.

Every 80,000 miles or 2400 hours operation, you should pressure check the air cleaning system for leaks and replace all flexible hose connections if pressure test shows them to be defective.

Long Island Scallop Beds Damaged by Hurricanes

The two hurricanes of last month resulted in damage to the scallop beds in the East Hampton area. These storms left in their wake several million dead and dying bivalves, or roughly 80 per cent of what had been anticipated as a bumper crop. It is expected this will result in a loss of at least \$150,000 in Three Mile Harbor alone.

The scallops in Acabonac Creek where the bottom is muddy and there is considerable seaweed, seem to have weathered the storm with no ill effects. The damage to the large scallop beds on the sandy flats of Sammis Beach and in shallow Neapeague Harbor occurred when hurricane winds turned up the bay waters and ground the scallops into the sand.

Lobstermen Discuss Need of Size Limit

The question of whether New York needs a maximum size limit on lobsters has provoked considerable argument pro and con recently. Some lobstermen think that any lobster above 3 lbs. should be returned to the water, while others are of the opinion that 6 or 7 lbs. is not unreasonable.

Still others believe that there should be no curtailment of dragger catching any size so long as the egg-bearing female is returned to the waters. It has been suggested by the latter group that the sale of female lobsters be prohibited during certain periods of the year in order to render the existing law enforceable. Some have suggested that the state purchase seed lobsters from all resident fishermen at a fair price and "plant" them.

The dragger operators are fearful that should a maximum size limit be placed on lobsters, New York fishermen depending on the large lobsters, will continue to save them but will put in at ports outside of New York. Not only would the lobsters be withheld from New York markets, but the catch of finny fish also would be unloaded at other ports.

Dragging for lobsters is receiving ever-increasing attention, both from the dragger who is concentrating on ways and means of increasing the take, and from the "potter", who is fearful of the future if the dragger production reaches large proportions.

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Texas Seafood Production Shows Good Increase

Complete official reports by the Texas Game & Fish Commission for the first 11 months of the 1953-54 year, ending July 31, showed a production of 56,055,000 lbs. of shrimp landed, an increase of 4.2 million lbs. over the same period in 1952-53.

Landings of fish for the 11 months were 59,732,006 lbs., a gain of 13.8 million lbs. over that of the previous year. Menhaden landings increased from 42,597,000 lbs. in 1952-53 to 57,305,000 lbs.

Total landings of fishery products for the eleven months' period were 116,351,000 lbs., as compared with 97,487,000 lbs. for the same period the preceding year.

Alphen and Crawford Combine Shrimp Output

Alphen Seafoods and Crawford Packing Company have combined their production at the new, modern plant of the Crawford Packing Company at Palacios, Texas. The combined production will be packed for Alphen Seafoods.

Alphen Seafoods also reports the sale of their packing plant at Port Lavaca, Texas, to Key-Daniels Shrimp Company, Inc.

Larry Weaver, who was in charge of the Port Lavaca plant of Alphen Seafoods, will be manager of the Alphen Seafoods Texas operations.

"Mary Crawford" Destroyed by Fire

The shrimp trawler *Mary Crawford* was recently destroyed about two miles east of Matagorda, Texas in the Intra-coastal Canal, by an explosion. The trawler was built at the Crawford Packing Co. shipyards at Palacios two years ago.

Shrimp Prospects Good at Aransas Pass

Prospects for a profitable year now look good for the Aransas Pass shrimp industry as trawlers of the fleet early last month were bringing in good catches for the first time this year.

W. D. Tollett, office manager of the Coastal Freezing Plant said that August was 50 percent above any previous month for the concern.

Individual boats were recently bringing in catches ranging from four to six thousand lbs., tail-weight, for trips ranging from five to eight days. A majority of the shrimp caught were of the size in greatest demand and business along the waterfront was back to normal.

"Cougar" Back in Operation

The trawler *Cougar* which was beached on the Mexican coast by a hurricane in June, was purchased and refloated by the Wade Towing Co. of Brownsville. The trawler has been repaired, with new equipment added where necessary, and is again in operation, working out of Brownsville.

To Develop Two New Harbors

Voters of Aransas County voted and approved on September 14 a bond issue to finance the development of two new harbors in the Rockport-Fulton areas. One harbor, to be constructed behind the existing breakwater at Fulton, will be large enough to accommodate 130 commercial, charter and pleasure boats. The second project encompasses the dredging of a channel and the development of the initial section of an industrial harbor in the Cove area of the flats south of Rockport.

The Fulton harbor will double the size of the fleet-docking facilities of the Rockport-Fulton area, and will be of value and convenience to the fishing industry in that section.

When dredging of the Rockport basin is completed accommodations will be available for larger trawlers. Piers will also be constructed for the use of fishing boat operators, and boat stalls will be built.



The "Roselle", 65' x 19' x 7' steel shrimper owned by J. R. Clegg & Son Shrimp Co., Port Lavaca, Texas. She is powered with a 205 hp. General Motors 6-110 Diesel, and other equipment includes Real Host butane stove, Northill anchor, Bendix depth recorder and automatic pilot and Onan light plant.

Good Catches of Redsnapper, Trout

Galveston had good catches of deep sea fish, for the 30 days ending Sept. 25, with 37,000 lbs. of redsnapper reported. Aransas Pass and Port Isabel areas reported average landings of bay fish. Speckled sea trout were plentiful, red drum were coming into bay waters, and many were taken in the Laguna Madre.

Total shrimp landings for the period were 51,374 barrels, compared with 55,690 barrels in the preceding period.

Disperse Sharks with Firecrackers

Some enterprising shrimp boat captains are reducing shark damage to their nets by using firecrackers. A small but powerful "cherry bomb" weighted with a ten penny nail, thrown overboard when the net is being brought in has proven quite successful.

The detonation under water seems to drive the sharks away for sufficient time to allow the rig to be "picked up". Sharks usually strike the bag and at times in certain areas become quite destructive, ripping the webbing enough to allow the catch to fall through the gaping holes.

Connecticut Storm-Damaged Fleet Nearly All Repaired

The Stonington fishing industry is rapidly getting back to normal following the battering it received in two hurricanes during the month of September. A final check of the draggers showed that only one boat was a total loss. The *Mary A.*, owned by Capt. Alfred Rebello, was raised but an inspection showed that it was beyond salvage.

Most seriously damaged of the rest of the draggers was the *Carol and Dennis*, Capt. Denny Cidale. She will go on the ways at the Stonington Boat Works.

Both the *Private Frank T. Kessler* and the *Lisboa* washed up onto dry land at Longo's dock during Hurricane Carol, but are back in the water and virtually ready to resume operations.

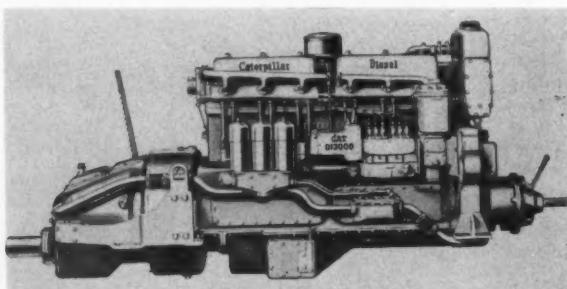
In spite of the hurricanes, some 307,000 lbs. of market fish were landed at Stonington during September.

Scallopers Having Light Season

Scallopers in the Stonington area are experiencing a lean year. The season opened on a full scale basis October 1, but the scallopers are complaining that the crop is unusually light and that the scallops they are getting are small.

Blamed for the lack of a good crop this year are the two hurricanes which stirred up the bottom and the fact that too many of the seed scallops were taken out last year.

EQUIPMENT and SUPPLY NEWS



Caterpillar D13000 Diesel which now has increased output of 150 hp. at 1225 rpm., as the result of changes in design.

Power of Caterpillar D13000 Increased

The Engine Division of Caterpillar Tractor Co., Peoria, Ill., has announced changes in the design of its D13000 Diesel resulting in increased outputs. The D13000 marine engine shows gains of from 1000 to 1225 rpm. and from 120 to 150 hp. Caterpillar's D13000 Diesel electric set now operates at 1200 rpm. and has an increase in capacity from 80 to 100 kw.

Increased output in the six-cylinder, four-stroke cycle engine resulted in a number of major changes. Positive action valve rotators, replaceable valve seat inserts and larger, stronger valves have been made standard in the Caterpillar D13000's breathing system. Use of these new valve components combines increased engine breathing ability with longer valve life, thus making possible additional horsepower output and lower maintenance costs.

Vibration-free operation is made possible by the use of a sturdy, metal-enclosed vibration damper fastened directly to the front of the crankshaft. Use of the vibration damper is optional in installations where the engine speed is kept below 1000 rpm.

Improved high lift cam profiles give the new D13000 better valve seating and increased breathing ability. In addition, a new oil-bath air cleaner and larger intake and exhaust manifolds help to handle the additional air required by the more powerful engine. These changes aid in lowering exhaust temperatures and creating reserve power.

Added to the engine is a new, larger water pump with greatly increased capacity. A new face-type seal which requires no adjustment by the operator to compensate for wear is now used in the water pump. Larger water lines and water manifold supplement the new pump to provide improved cooling of the engine and keep vital operating parts at the proper temperature. There are now only two operating adjustments needed on the D13000—fan belt adjustment and infrequent valve clearance setting.

New, oil-cooled pistons in the D13000 are made of high strength, light weight aluminum alloy with stainless steel heat plugs in the high temperature zone and cast-in iron bands for the top ring groove. New piston pins of aircraft quality steel and sturdier connecting rods help the pistons carry the greater loads imposed on them.

The oil pump features throttling valve pressure controls to assure correct lubrication for all moving parts from the first turn of the crankshaft. One of these valves accurately controls the intake of oil from the sump, matching that intake to the oil pressure actually in the system. The other valve acts as a safety mechanism, relieving any excess pressure which might be built up by cold oil. Oil pick-ups are provided at the front and rear of the crankcase to insure an adequate supply of oil to the pump if engine should be tilted during operation.

C. H. Caudy, who has been appointed manager of the Portland, Ore., branch of the Engine Division of The National Supply Co., succeeding A. C. Fries, retired after 25 years' service. Mr. Caudy long has been associated with the Portland branch as a sales engineer. The branch sells Superior and Atlas Diesels, made by National Supply, and Chrysler marine engines. Walter C. Severin, Jr., sales engineer, and W. E. Gebhart, in sales and service, will continue their capacities under the new manager.



New Circular Stainless Steel Crab Pot

A circular stainless steel crab pot, credited with hauls of 20-30 large California market crabs at a time, is undergoing tests by commercial fishermen and lobstermen on the Atlantic Coast, according to the Page Steel & Wire Division of American Chain & Cable Co., Monessen, Pa., manufacturers of the stainless steel wire.

* The result of 20 years' research and experimentation, the stainless wire pot has excellent corrosion resistance, requires little maintenance, and is claimed to outlast pots made of wood and cheaper metals several times over. The pot is designed with funnel-like throats on opposite sides which lead into the central part of the trap where the bait is hung. In reaching the bait, a crab or lobster raises a wire trigger in the center of the small end of the throat. This returns to its original position once the crustacean is inside, thereby barring its retreat. A lid, extending half-way across the top of the trap, is opened to bait the trap and remove the catch.

The Page Steel & Wire Division reports the pot measures 36" in diameter and is 14" high. It weighs approximately 100 lbs., getting most of its weight from the frame of concrete reinforcing steel and two bars in the bottom used for weighting purposes. Both $\frac{1}{8}$ " and $\frac{3}{16}$ " stainless wire is used to construct the mesh.



Circular stainless steel crab pot which is undergoing tests by commercial fishermen and lobstermen on the Atlantic Coast. These pots already have been used to catch California crabs, according to Page Steel & Wire Division of American Chain & Cable Co., manufacturers of the stainless steel wire.

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Chrysler Opens Los Angeles Regional Office



Frank L. Harris

Opening of a completely-staffed regional office to assist in promotion and sale of Chrysler marine engines in the Los Angeles area has been announced by Clyde C. Williams, general manager of Chrysler Corporation's Marine and Industrial Engine Division. The office, which will be headquarters for Chrysler engines on the West Coast, will be located at Chrysler Motors of California plant, Eastern and Slauson Streets in Los Angeles.

Frank L. Harris, sales representative in the Chicago territory, has been selected to head the new office. Chrysler's former sales representative in the Los Angeles area, R. H. Proctor, has been assigned to other duties.

Leaflet on Titan Propeller Shafting

Marine propeller shafting made by Titan Metal Manufacturing Co. is the subject of a new 4-page folder just published by the firm. The leaflet shows in detail the straightness, torsion and other tests to which Titan subjects its Tru Shaft bronze shafting for work boats in order to assure qualities of toughness, strength, and corrosion resistance. In addition to Tru Shaft boat shafting, the marine industry makes use of Titan half ovals and half rounds for boat trim.

The Tru Shaft leaflet, together with information about distribution of Titan marine products, can be secured by contacting Titan Metal Manufacturing Co., Dept. 803, Bellefonte, Pa.

DIESEL MARINE ENGINEERS

Diesel Marine Engineers of Jacksonville, Florida, is just one of a coast-to-coast chain of established S-N Distributors ready to help you with your reduction gear problems. As S-N Marine Gear specialists, they know that such exclusive S-N features as: wet-type cone clutch, balanced reverse gear train and rugged herringbone reduction gearing . . . insure reliable power transmission under all conditions with a minimum of wear. Remember, for S-N parts, always see your engine distributor first. If he cannot offer immediate assistance, contact your nearest S-N Distributor.

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Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

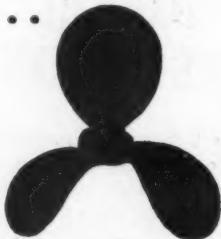
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PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.

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★ Always working its advantages for you and your catch is Starr Nylon Netting, recognized wherever fish netting is sold as an outstanding value for quality, performance and dependability. Made from 100% DuPont Nylon and featuring the famous Starrlock knot, Starr Nylon Netting is the one sure way to keep your future stocked with fish.

STARR NETTING-STAR PERFORMANCE for over 60 years . . .
and volume producers of Nylon Netting since its first
appearance in the fishing industry.

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GM Series "71" Diesels Improved

Improvements recently effected in the cylinder assembly of General Motors Series "71" Diesel engines provide better fuel economy, increased horsepower in some sizes and longer life for these propulsion units in all types of work boats. These improvements and others previously announced complete an entirely new cylinder assembly for the Series "71" engine.

The increased horsepower is available at higher engine speeds now possible because of freer engine breathing. In the 6-71 inclined models the rated horsepower increase is from 216 hp. at 2100 rpm. to 235 hp. at 2300 rpm. The 6-71 vertical model for workboats which previously had a continuous rating of 133 shp. at 1800 rpm., has had its rating increased to 147 shp. at 1800 rpm.

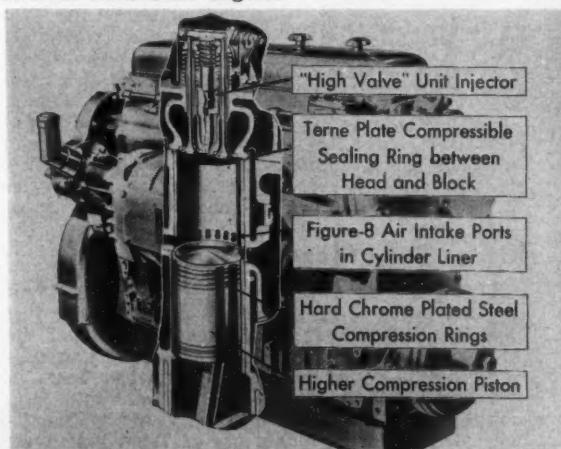
Improvements include a new cylinder liner which provides a freer flow of air into the cylinder, a new piston which increases the compression ratio and longer-life compression rings. The new liners and pistons are interchangeable with those formerly used and may be installed on engines now in service in any combination as replacements become necessary.

The new cylinder liner is characterized by air-intake ports which are "Figure 8" in shape. The openings are larger than those used in previous liners and their number has been increased. A 32 per cent gain in the air-intake area is thus provided for better all around cylinder scavenging and more complete combustion.

Operating in conjunction with the new cylinder liner is a new, improved piston. Designed with a new combustion chamber, this piston is tailored to take full advantage of the better combustion available with the new liner. Long life is insured through freer heat flow from the piston crown and through increased rigidity.

The compression rings now used are made of hard chrome plated steel. They are tougher and more flexible than the rings formerly used and are capable of delivering more hours of service. Longer life also was assured for new GM unit injectors earlier this year when Detroit Diesel announced a new "high valve" injector which affords greater protection to vital parts from high cylinder temperatures.

Another important development previously announced was the use of individual ferne plate compressible rings to assure long-life, trouble-free sealing between the block and head at the cylinder. These rings, positioned on top of the cylinder liners, are compressed when the head is pulled down on the block and provide positive, leak-proof, metal-to-metal sealing. Together with neoprene rings to seal oil and water openings the metal rings replaced the single laminated gasket commonly used on internal combustion engines.



Horsepower rating of the General Motors Diesel has been increased in the "Series" 6-71 vertical model to 147 shp. at 1800 rpm. Shown above are some of the improvements in the cylinder assembly which resulted in the gain in power.

New Fairbanks-Morse New York Manager



Frederick C. Johnson

Frederick C. Johnson who, for the past six years, has been manager of the Scale Department of the New York branch house of Fairbanks, Morse & Co., has been appointed to manager of the branch succeeding Tom W. Drennen who recently resigned because of ill health.

Mr. Johnson joined the Fairbanks-Morse organization in their Boston branch as a clerk. In 1936 he was given a course of instruction in the Company scale school at St. Johnsbury, Vt., following which he became a field

engineer for the Boston branch for several years.

Mr. Johnson served in the Army from 1940 to 1945, when he was released with Honorable Discharge as a Colonel. Returning to Fairbanks, Morse & Co., he became a Scale Department Manager of the San Francisco branch from 1945 to 1949. He then was transferred to the New York branch where he held a similar position until his recent promotion to branch manager.

Johnson Silences its Larger Outboards

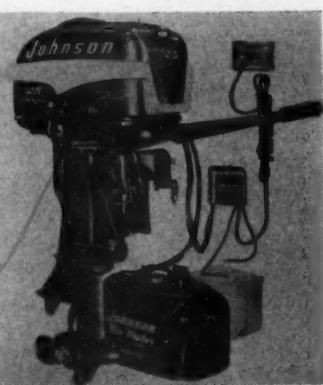
Engineering problems involved in silencing big-power outboards have been solved, Johnson Motors has announced in disclosing that its forthcoming 10 and 25 hp. models will be of the same "quiet" construction first introduced a year ago on their Sea-Horse 5½. The silencing methods on the Johnson 1955 Sea-Horse 10 and 25 hp. motors are claimed to be "even more effective" than those employed in this year's 5½.

Major addition to the 10 and 25 hp. motors is the revolutionary "suspension drive" which quieted the 5½. This involves the intrusion of cushioning devices which absorb noise-producing engine vibrations before they reach the boat. An important by-product of suspension drive, Johnson said, is throb-free riding comfort. Tingling, chattering hull vibration is eliminated by the same cushioning device which silences the motor.

Both the 10 and 25 hp. Johnson motors have a rubber cushioned hood which completely seals the engine when closed, but is fully removable by lifting two snap-fasteners. Minor engine sounds are stifled by the sealing and protection is afforded against weather and spray, particularly important in salt-water areas.

The Sea-Horse 25, which is built by Johnson in both standard and electric-starting models, has been redesigned to conform in appearance with the firm's 5½ and 10. A tilting lock has been added to the 25 to minimize engine-jar in decelerating, and a tilting bumper has been installed to protect both motor and boat from engine-jar due to striking an under-water obstruction.

The firm's other motors, the Sea-Horse 5½ and Sea-Horse 3, have been additionally silenced by the introduction of quieter gears. The new 10 and 25 were expected to be available in market quantities in October.



Suspension drive quiet has been added to Johnson's 1955 model electric starting Sea-Horse 25 outboard. Cushioned mounting stifles both noise and vibration.

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Whether you are spotting time-tested fishing banks or determining the fastest course for your ship, Radiomarine Loran (Model LR-8803) cuts your running time to the barest minimum. Fast, accurate fixes speed your ship by determining your location... maintaining your course. And it operates in all weather... foul or fair.

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Rubber clothing designed with all the features that commercial fishermen tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

U.S. SQUAM HAT

- reinforced water-shed brim.

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- Strong fabric, Neoprene coating outside and inside. Overalls have elastic insert suspenders, reinforced knee patches, cut-off bands for shortening leg length if desired.
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- Eyelet drainage on side pocket.
- Rust-resistant hardware throughout both garments.
- Jacket has fly front.
- "Cut-off" band permits trouser shortening without curling or raveling.

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- black thigh
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Three 68' Hatteras Trawlers in different stages of construction on the line in the trawler shed of the Morehead City (N. C.) Shipbuilding Corp., formerly known as Morehead City Yacht Basin, Inc.

Morehead City Yacht Basin Changes Name

At their September 25th meeting, the stockholders and directors of the Morehead City Yacht Basin, Inc., Morehead City, N. C., voted to change the name of the concern to the Morehead City Shipbuilding Corp. Henceforth the yacht basin, rather than the fast-growing ship construction and repair yards, will be the division of the parent corporation.

"Shipbuilding has become our major function so we decided that the name should be changed," said R. C. Kirchofer, president of the concern. "Sometimes it took a little explaining to convince a fisherman or an operator of a tugboat or other work craft that a 'yacht basin' was equipped to build the kind of work boat he wanted."

Actually the yacht basin itself, despite its recent expansion, could be placed under the huge trawler shed, where six shrimpers can be under construction at the same time. When one takes into consideration the rest of the plant, including the railways, carpenter shops, boathouse and machine shops, the basin looks small.

The Morehead City Shipbuilding Corp. has specialized on the well-known 68' Hatteras Trawler and recently built, or started construction, of 11 of them. The firm sells trawlers complete with engines of the purchaser's choice, and also sells the hulls to those who want to fit out their own shrimpers. Work boats from 50' to 100' are the yard's specialty.



Hulls of three new shrimpers on the outfitting railways following construction undercover at Morehead City Shipbuilding Corp., Morehead City, N. C.

BOAT CATCHES

For Month of September

Hailing fares. Figure after name indicates number of trips.

PORLAND

Agnes & Elizabeth (2)	68,000	M. C. Ballard (2)	92,000
Alice M. Doughty (2)	57,000	Median (2)	620,000
Alice M. Doughty II (1)	26,000		
Andarte (3)	270,200	Pocahontas (1)	78,000
Annie Louise (1)	1,800	Polaris (1)	160,000
Araho (1)	32,000	Quincy (2)	345,000
Batavia (2)	450,000	Resolute (2)	72,000
Courier (1)	200,000	St. George (2)	269,000
Dorchester (2)	355,000	Sea King (2)	37,000
Elinor & Jean (1)	32,000	Silver Bay (2)	340,000
Ethelina (2)	46,000	South Sea (2)	50,000
Flo (1)	30,000	Theresa R. (2)	185,000
Gulf Stream (2)	400,000	Vagabond (2)	94,000
Jeanne D'Arc (3)	153,000	Vandal (3)	85,000
Lawson (3)	115,000	Voyager (2)	83,000
		Wawenock (2)	465,000
		Winthrop (1)	180,000

Scallop Landings (Lbs.)

Adele K. (2)	17,000	Mary & Julia (1)	11,000
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BOSTON

Acme (4)	29,500	Maria Christina (3)	14,700
Addie Mae (4)	37,800	Maria Del S. (1)	4,800
Admiral (1)	53,200	Mary & Jennie (5)	18,600
Agatha (4)	220,500	Mary Rose (2)	130,900
Agatha & Patricia (4)	107,800	Michigan (1)	161,400
Alphonso (5)	16,600	Mother Frances (4)	178,100
Angie & Florence (3)	83,200	Nancy B. (2)	47,200
Arlington (2)	276,200	Neptune (1)	125,500
Atlantic (2)	268,700	Notre Dame (5)	130,800
Ave Maria (2)	123,000	Ocean Clipper (2)	60,000
Baby Rose (4)	245,000	Ohio (1)	100,900
Bay (1)	127,900	Olympia (4)	108,300
Bonnie (2)	363,700	Olympia La Rosa (3)	123,600
Bonnie Billow (2)	131,000	Pam Ann (3)	236,100
Bonnie Breaker (3)	463,900	Patty Jean (1)	156,000
Bonnie Breeze (3)	419,900	Philip & Grace (1)	44,500
Bonnie Lou (2)	200,200	Plymouth (1)	96,000
Brighton (2)	267,000	Princess (1)	3,500
Buzz & Billy (3)	114,000	Raymonde (3)	199,800
Carmela Maria (3)	39,100	Red Jacket (2)	350,200
Catherine B. (1)	6,100	Roma (6)	42,000
Catherine T. (3)	123,300	Rosa B. (1)	150,500
Charlotte G. (2)	29,300	Rosie (5)	59,400
Cherokee (1)	20,600	Rush (1)	105,500
Comet (2)	265,500	Sacred Heart (3)	15,800
Dolphin (3)	81,100	St. Anna (5)	42,800
Doris F. Amero (3)	63,000	St. Peter (1)	55,600
Elizabeth B. (1)	113,000	St. Peter II (3)	259,100
Flying Cloud (2)	366,000	St. Rosalie (2)	56,800
4-C-688 (1)	4,200	St. Victoria (3)	91,300
4-H-823 (1)	3,200	Salvatore & Grace (3)	83,600
Gaetano S. (1)	35,300	San Calogero (5)	57,900
Geraldine & Phyllis (3)	129,300	Santa Maria (3)	99,800
Hazel B. (2)	103,500	Santa Rita (1)	9,600
Jane B. (1)	127,000	Sea Queen (1)	28,500
Jennie & Lucia (3)	106,500	Sebastian C. (3)	82,600
Jorgina Silveira (3)	79,800	Sherry & Scott (3)	45,400
Josephine P. II (3)	302,100	Star of the Sea (2)	48,500
Lady of Good Voyage (3)	96,600	Swallow (2)	155,400
Lawrence Scola (2)	16,500	Texas (1)	100,000
Leonarda (2)	7,500	Thomas D. (4)	121,400
Leonard & Nancy (3)	147,200	Thomas Whalen (1)	96,000
Liberty Belle (1)	10,300	Tina B. (2)	60,300
Lorraine III (2)	42,800	Triton (1)	130,200
Lucky Star (1)	39,700	Villanova (4)	209,100
Magellan (2)	70,500	Vincie N. (2)	77,100
Maine (1)	118,800	Weymouth (1)	94,000
Malolo (1)	32,800	Wm. J. O'Brien (2)	214,000
Manuel F. Roderick (4)	166,800	Winchester (2)	345,000
		Wisconsin (2)	358,000



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There she is — a brand spankin' new CAT* Diesel Marine Engine in the hold. Everything about the installation is just the way the owner wanted it — neat, compact, dependable and matched to the boat's needs. The big Cat Diesel is running smooth as can be. But our job's only half done. From now on, for tens of thousands of hours, it's our responsibility to help the owner get everything out of the engine that it is designed to deliver.

That's the way we feel about every product we handle. We guarantee you'll never be disappointed. Remember, no product can be better than the dealer who sells and services it. We've the service organization — the well-equipped shops — the ample stock of genuine Cat Parts to back your equipment to the hilt. For new power or replacement power, call us!

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DIESEL MARINE HEADQUARTERS

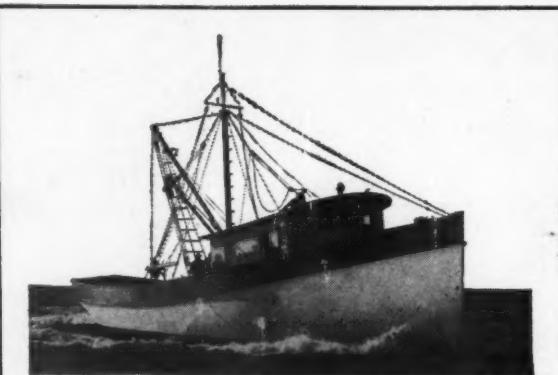
H. O. Penn Machinery Co.

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SEATTLE

Halibut Fleet Fishery

Addington (1)	8,500	Maddock (2)	30,300
Agnes O. (1)	12,700	Merit (1)	8,900
Albatross (1)	18,500	Mermaid (1)	7,100
Angelen (1)	18,000		
Anne (2)	23,700	Nanna (2)	30,100
Bergen (2)	32,700	Nightingale (1)	18,000
Bernice (2)	27,100	Nordby (2)	45,500
Bonanza (1)	7,400	Nordic (1)	20,000
California (1)	17,000	Norsel (1)	5,800
Chelsea (1)	50,000	Nova (2)	30,000
City of Seattle (1)	40,000	Oceanus (2)	30,000
Eclipse (1)	20,000	Orbit (1)	9,500
Eloise III (2)	38,800	Patricia Joan (1)	15,700
Empress (2)	22,100	Pioneer (1)	38,000
Ethel S. (2)	39,500	Presho (2)	27,350
Eureka (2)	22,500	Regina (1)	22,500
Evening Star (1)	12,300	St. John II (1)	13,000
Faith II (1)	8,300	Salty (1)	12,700
Flying Tiger (1)	40,000	Spanak (2)	31,400
Forward (1)	14,400	Seagull (1)	6,600
Freya (2)	30,900	Shirley J. (2)	25,700
Havana (1)	30,000	Signe (2)	14,700
Hoover (2)	27,800	Sonja (1)	11,700
Inez M. (1)	24,000	Soufia (1)	14,000
Jane (3)	52,250	Swift II (1)	10,100
Janette (1)	31,000	Sylvia (2)	61,550
Kingfisher (1)	15,000	Tillikum (1)	9,400
Kodial (1)	42,000	Trinity (2)	41,000
Lane (1)	7,100	Unimak (2)	27,200
Leading Lady (1)	45,000	Urania (2)	28,500
		Yakutat (1)	40,000
		Yukon (2)	37,400

WOODS HOLE

Barbara (1)	1,100	Papoose (1)	8,400
Cap'n Bill (1)	32,800	Phyllis J. (1)	2,200
Eugene H. (3)	43,900	Reliance (1)	700
Madeline (2)	10,300	Viking (1)	1,000

Swordfish Landings (Lbs.)

Cap'n Bill (1)	9,400	Southern Cross (1)	1,600
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STONINGTON, CONN.

America (11)	21,700	Lt. Thos. Minor (9)	28,900
Averio (9)	5,400	Little Chief (13)	16,600
Bette Ann (4)	2,800	Marise (13)	14,200
Carolyn & Gary (8)	11,000	Mary H. (2)	400
Connie M. (13)	17,700	New England (1)	4,900
Five Sisters (3)	4,600	Old Mystic (9)	21,300
Irene & Walter (13)	25,100	Rita (10)	49,300
Jane Dore (12)	19,800	Russell S. (9)	64,000

NEW BEDFORD

Adventurer (2)	46,800	Jacintha (3)	149,700
Anastasia E. (1)	20,000	Jeannie Anne (1)	12,000
Annie Louise (3)	23,900	Julia DaCruz (1)	26,700
Annie M. Jackson (3)	40,000	Kelbarsam (2)	9,800
Antonina (3)	33,000	Lera G. (1)	7,000
Arthur L. (2)	30,800	Louis A. Thebaud (1)	14,000
Arnold (2)	12,700	Mary & Joan (3)	156,500
Barbara (2)	30,700	Mary Tapper (2)	64,500
Cara Cara (2)	153,000	Molly & Jane (2)	45,400
Carl Henry (2)	83,000	Nautilus (1)	79,300
Chas. E. Beckman (2)	25,000	Noah A. (2)	10,100
Charlotte G. (2)	42,800	Noreen (3)	203,200
Christine & Dan (1)	21,000	Clara C. (2)	4,300
Connie F. (3)	94,000	Phyllis J. (3)	33,200
Dauntless (4)	94,500	Roann (2)	41,000
Driftwood (1)	5,100	Roberta Ann (3)	41,500
Elva L. Beal (3)	20,500	St. Ann (2)	43,300
Ethel C. (1)	40,500	Sea Fox (6)	70,900
Eugene & Rose (1)	23,000	Sea Hawk (241196) (1)	17,500
Felicia (2)	57,000	Shannon (2)	31,700
Gannet (2)	150,000	Solveig J. (1)	87,000
Gertrude D. (1)	14,000	Stanley B. Butler (3)	204,000
Gladys & Mary (3)	155,500	Susie O. Carver (3)	40,000
Growler (2)	42,400	Two Brothers (3)	13,800
Harmony (4)	95,500	Venture 1st (3)	126,500
Hope II (3)	111,000	Victor Johnson (3)	76,800
Invader (2)	63,000	Viking (4)	141,800
Ivanhoe (1)	30,500	Virginia (1)	72,000
Whaler (3)			
Winifred M. (2)			

New Bedford Scallop Landings (Lbs.)

Agda (1)	1,200	Lauren Fay (1)	10,200
Alpar (1)	10,000	Linda & Warren (1)	4,500
Amelia (2)	20,800	Linus S. Eldridge (2)	15,800
Babe Sears (2)	22,000	Louise (3)	33,000
B. Estelle Burke (1)	4,500	Lubenray (1)	11,000
Bobby & Harvey (2)	20,700	Major J. Casey (1)	11,000
Brant (1)	11,000	Malene & Marie (2)	21,500
Bright Star (2)	20,000	Maridor (2)	16,000
Cap'n Bill (1)	5,000	Marmax (3)	24,000
Carol & Estelle (3)	22,400	Mary Anne (1)	11,000
Catherine & Mary (2)	17,000	Mary E. D'Eon (1)	9,000
Charles S. Ashley (2)	12,800	Moonlight (1)	11,000
Dartmouth (1)	11,000	Nancy Jane (1)	11,000
Debbie & Jo-Ann (2)	18,000	New Bedford (2)	20,500
Doris Gertrude (3)	22,500	North Star (1)	8,000
Dorothy & Mary (1)	6,500	Pearl Harbor (2)	21,500
Eleanor & Elsie (1)	11,000	Pelican (1)	11,000
Elizabeth N. (2)	17,700	Porpoise (2)	19,000
Empress (2)	12,250	Rosalie F. (1)	5,000
Eunice-Lillian (2)	15,600	Ruth Moses (2)	17,900
Flamingo (2)	13,800	Sea Ranger (2)	16,000
Friendship (2)	20,000	Smilyn (1)	11,000
Janet & Jean (2)	12,900	Ursula M. Norton (2)	16,300
Jerry & Jimmy (2)	21,000	Wamsutta (2)	20,700
John G. Murley (2)	20,800	Wm. D. Eldridge (2)	19,500
Josephine & Mary (2)	19,000	Wm. H. Killigrew (2)	17,500
Kingfisher (2)	20,800		

GLoucester

Admiral (2)	45,000	Little Joe (5)	56,000
Althea Joyce (4)	116,000	Lucy Scola (4)	29,000
American Eagle (4)	82,000	Madame X (2)	4,500
Anna Guarino (10)	44,200	Malolo (1)	15,000
Ann & Marie (4)	21,000	Margaret Marie (7)	73,000
Annie (8)	41,200	Margie L. (5)	16,000
Annie & Josie (3)	34,000	Maria Immaculata (12)	130,000
Anthony & Josephine (8)	73,500	Marion & Alice (3)	350,000
Atlantic (2)	42,500	Maris Stella (1)	150,000
Baby Rose (1)	40,000	Mary (8)	112,000
Blue Water (1)	3,000	Mary Ann (6)	133,000
Bonaventure (2)	230,000	Mary E. (2)	9,300
California (1)	40,000	Mary Jane (1)	180,000
Carliansul (7)	39,000	Minkette 1st (6)	10,500
Carlo & Vince (8)	68,000	Mother Ann (1)	215,000
Catherine (5)	11,000	Natalie III (4)	146,000
Catherine Ambrault (2)	375,000	No More (3)	11,000
Catherine B. (4)	134,000	Novelty (9)	43,000
Chanco (1)	40,000	Ocean Life (1)	415,000
Charlotte M. (1)	135,000	Our Lady of Fatima (1)	230,000
Cherokee (2)	21,000	Philip & Grace (1)	125,000
Cigar Joe (4)	79,000	Pilgrim (1)	165,000
Clipper (1)	150,000	Pilhasca (5)	79,000
Columbia (1)	200,000	Pioneer (6)	47,500
Curlew (1)	170,000	P. K. Hunt (2)	125,000
Dawn (4)	22,000	Powhatan (2)	27,500
Eagle (2)	330,000	Priscilla (2)	3,500
Eddie & Lulu M. (7)	21,700	Puritan (2)	165,000
Edith L. Boudreau (1)	13,000	Raymonde (1)	60,000
Emily H. Brown (1)	185,000	Rosalie D. Morse (1)	123,700
Estrela (2)	380,000	Rose & Lucy (3)	72,000
Etta K. (6)	57,500	Sacred Heart (7)	40,000
Eva II (3)	4,500	St. Anthony (1)	150,000
Falcon (4)	23,000	St. Cabrini (5)	225,000
Florence & Lee (1)	175,000	St. Francis (7)	60,200
Flow (1)	275,000	St. John (8)	27,500
Frances R. (5)	89,500	St. Joseph (6)	257,000
Francis L. MacPherson (1)	160,000	St. Mary (6)	107,000
Frankie & Jeanne (5)	29,500	St. Nicholas (2)	360,000
Giacoma (7)	74,500	St. Peter (5)	155,000
Golden Eagle (1)	130,000	St. Provvidencia (7)	57,500
Helen B. (5)	122,000	St. Stephen (1)	5,000
Hilda Garston (1)	180,000	St. Therese (2)	28,000
Holy Family (2)	320,000	Santa Lucia (1)	1,500
Holy Name (4)	47,500	Sea Rambler (1)	35,000
Ida & Joseph (6)	254,000	Serafina N. (7)	112,000
Immaculate Conception (6)	97,000	Serafina II (5)	113,000
Jackie B. (1)	20,000	Sister Ann (1)	160,000
J. B. Junior II (4)	30,500	Stella Maris (4)	138,000
J. B. Junior II (4)	74,000	Sunlight (1)	160,000
Joe D'Ambrosio (4)	22,000	Sylvester F. Whalen (2)	330,000
Johnny Baby (4)	15,000	Theresa M. Boudreau (2)	415,000
Joseph & Lucia (2)	331,000	Tipsy Parson (2)	6,700
Joseph S. Mattos (2)	410,000	Trinembral (1)	1,000
Josie II (6)	36,500	Veronica N. (6)	17,500
Judith Lee Rose (1)	320,000	Victoria (5)	8,000
Julia DaCruz (1)	5,000	Wilianova (2)	465,000
Killarney (2)	355,000	Virginia Ann (5)	78,000
Kingfisher (2)	400,000	We Three (6)	34,000
Linda B. (7)	26,000	White Owl (9)	32,700
Little Flower (6)	81,000	Whitestone (2)	67,000
		Wild Duck (1)	150,000

Scallop Landings (Lbs.)

Abram F. (1)

12,000

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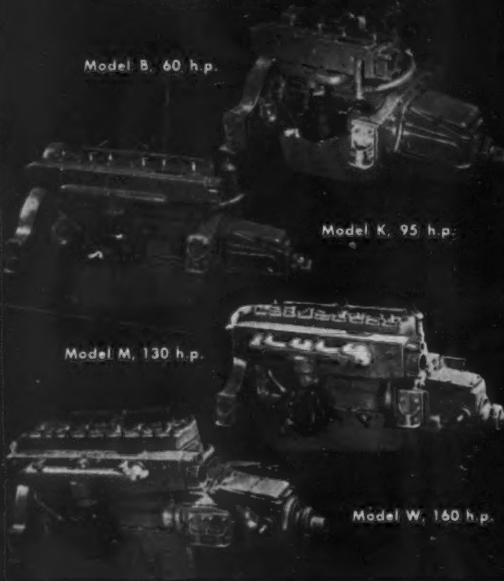
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"Several years ago," relates Erford Burt, Vineyard Haven, Mass., "I designed a fast fishing boat that was powered with a Chris-Craft Marine Engine. After serving 14 years, this engine was removed and installed in another boat—and is still going strong! The economy of upkeep and operation of Chris-Craft engines has been truly remarkable.

"For many years now, at my own boat yard, I have installed Chris-Craft Marine Engines both in new boats and as replacements. None has ever given any trouble."

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives, opposite rotation and Chris-O-Matic for most models. See your Chris-Craft Dealer or mail coupon for catalog today! Buy NOW!

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ROCKLAND

Annie Louise (1)	1,400	Heilen Mae II (3)	72,000
Calm (2)	580,000	Mabel Susan (3)	69,200
Crest (2)	575,000	Ocean (2)	480,000
Dora & Peter (3)	53,500	Rhode Island (2)	62,000
Dorothy & Betty (1)	10,800	Squall (2)	600,000
Dorothy & Betty II (1)	273,000	Storm (2)	600,000
Dorothy & Ethel II (3)	31,000	Surf (2)	590,000
Drift (2)	560,000	Tide (2)	590,000
Elin B. (3)	35,000	Wave (2)	550,000
Flow (3)	80,000		

NEW YORK

Two Brothers (1)

10,200

Scallop Landings (Lbs.)

Barbara & Gail (2)	17,300	Miriam A. (3)	16,800
Beatrice & Ida (2)	21,100	Nellie Pet (2)	13,065
Carol-Jack (3)	24,150	Norseman (2)	14,000
Catherine C. (3)	15,900	Richard Lance (1)	6,400
Clipper (1)	4,300	S. No. 31 (2)	17,106
Enterprise (2)	20,000	St. Rita (2)	11,120

Tuna Explorations in Pacific

(Continued from page 15)

particularly good near the Island where the yellowfin tuna caught were the smaller sizes preferred by canners. A total of 5½ tons of yellowfin tuna were landed at a Honolulu cannery.

The field party also surveyed the lagoon of Christmas Island, one of the most extensive in the Pacific, for stocks of small fish suitable for use as live bait for tuna fishing. Little bait of this type was found, but there were plentiful supplies of large mullet and milkfish that could be used for long-line (flag-line) bait.

Two Commercial Vessels Land Over 100 Tons

The two commercial vessels *North American* and *Alrita* landed a total of 107 tons of tuna from a second set of long-line fishing cruises in the Central Pacific area last Spring. A Fish and Wildlife Service research biologist accompanied the vessels as an observer.

The craft began fishing on March 18, and continued fishing until April 7 at which time about 10 tons of yellowfin tuna were transferred from the *North American* to the *Alrita*. The latter then left for Honolulu with a full load of 35 tons of tuna. The *North American* continued to fish until April 28, and then departed for San Diego, Calif., arriving there May 15. She landed 72 tons of tuna from her second trip.

Forty stations were fished during this set of cruises by the *North American* and 20 stations by the *Alrita*. The first few days of fishing were close to Palmyra Island and the second through the fourth were fished en route to Christmas Island. The remaining stations were fished near Christmas Island. The catch of yellowfin tuna varied considerably from station to station.

Seasonal Peak of Abundance

Skipjack tuna were found approaching their seasonal peak of abundance in Hawaiian waters by the Fish & Wildlife Service's research vessel *Hugh M. Smith* on a month-long series of cruises completed at Honolulu on June 19. The vessel covered a radius of 800 miles around the Islands. Bird flocks, the indicators of tuna schools to commercial fishermen and scientific observers alike, were most numerous about 40 miles south of Kauai, and thus within the range of the Oahu fishing fleet, but the flocks in that area were small. The biggest flocks, estimated to have contained 400 to 500 birds, were seen far to the south in the vicinity of Johnston Island.

The directional movement of schools was generally erratic; however, there appeared to be a movement of schools into the local fishery, especially in the case of schools observed within 250 miles of land.

Among the schools identified as skipjack tuna, those in the areas south of Oahu were composed of large skipjack (18-20 lbs.), while those to the west of Oahu were mostly small, in the 3-to-5 pound size range.

72,000
69,000
66,000
62,000
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16,800
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Rhode Island Conservation Program Gets Underway

Under the direction of Robert Campbell, the State's new salt water marine biologist, the Fish & Game Division's first major attempt at a genuine all-inclusive conservation program is getting under way.

Thomas J. Wright, division chief, listed the following projects, some of which are already in progress:

1. A monthly Rhode Island Landings report on the entire catch of fin fish and shellfish. Publication is expected to start in January in cooperation with the Fish & Wildlife Service.
2. Complete annual inventory of the state's quahog beds to determine their extent and location.
3. Monthly postal card reports to the division by all shellfishermen of the quantity and location of their catches. This is provided for by law, but has seldom, if ever, been demanded.
4. Continual checking for new shellfish "sets" of seed, transplanting of seed where conditions warrant or demand such action and pre-season testing of scallop grounds for the information of the scallop fishermen.
5. A striped bass tagging program, also in cooperation with the Fish & Wildlife Service.

Fewer Boats Scalloping

Compared with an opening-day fleet of more than 200 boats in Point Judith Pond last year, only about 40 ventured out for this season's opening on September 15.

Conservation officers estimated that only 15 or 20 commercially licensed fishermen landed the 10-bushel legal limit, and many of them did not complete their bag until noontime. In good years, they had made the limit and returned to the shore in less than an hour.

This year's crop of scallops, meaty but small in numbers, was foreseen last year by the small set of seed scallops. By the same token, fishermen predict a banner year in 1955 because of the heavy concentration of seed scallops now in evidence.

Survey of Hurricane Damage

Rhode Island's fishing interests suffered losses of \$830,000 in the recent hurricanes, according to results of a survey announced by John L. Rego, State Director of Agriculture and Conservation.

The processing plants, largely because of flooding of machinery, showed losses of \$214,000 and docks all along the coast were damaged to the extent of \$200,000.

Lobster fishermen reported losses of \$48,000 to gear and \$29,000 to boats, and quahoggers said their losses in gear amounted to \$14,000 and in boats \$37,000.

Trap fishermen reported total gear losses at a high of \$82,000 and boat damage at \$20,000. Trawler fishermen suffered more heavily in losses to vessels. The damage figure there was \$66,000 and to trawler gear, \$30,000.

New Underwater Tester Announced

Development of a new instrument for underwater testing of ocean bottom sediments—a possible boon to research for the shellfishing industry—was announced recently from the marine laboratory at the University of Rhode Island.

The "penetrometer" bores into a bay or ocean bottom and records by graph the resistance it meets in passing through silt, sand, mud and other sediments.

Designed, built and tested by Prof. Clarence E. Miller, and John D. Nixon, former assistant professor of physical oceanography, it is believed the instrument may be useful in shellfish research because the density of bottom sediment could be a factor in the yield of quahog beds.

Workable at depths up to 200 ft., the penetrometer has been tested underwater at depths of from 30 to 100 ft. and has undergone more than 330 laboratory tests.

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Emery Smola of E. Smola Company, Newport News and Norfolk, Va., reports spectacular results for fishing boats equipped with the new Edo FISHSCOPE. He points to the record:

"We've installed the Edo FISHSCOPE on 20 boats in the past six months," says Mr. Smola. "During the 35 years our company has been in business we've kept records of the individual catches made by boats on which we've placed equipment. We find that each one of the FISHSCOPE-equipped boats is doing at least 25 per cent better than it did in the best corresponding seasons of past years. *'They're all outfishing themselves, thanks to the FISHSCOPE.'*

Now in wide and ever-increasing use on East and West Coasts, the Edo FISHSCOPE helps skippers make consistently better hauls in far less time. The amazing electronic device spots schooled fish clearly anywhere from 0-250 fathoms, then magnifies the view of any 10-fathom sector 25 times!

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COMPANY**
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COMMUNITY CHESTS AND
COUNCILS OF AMERICA

345 East 46 St., New York 17, N. Y.

Expanded Fish Research Program

(Continued from page 13)

Biological, oceanographic and fishing studies will be conducted to locate and determine abundance of albacore tuna in waters north and west of Hawaii. The project will be carried out from the Service's laboratory at Honolulu, T. H., and will be coordinated through the Pacific States Marine Fisheries Commission. A total of \$234,000 has been allocated for the work.

Statistic Collection and Economic Surveys

The collection and dissemination of commercial fishery statistics will be expanded and expedited in many parts of the country. The monthly and annual economic and biological statistical surveys of the domestic fisheries will be issued more promptly; coverage will be strengthened in areas where the collection of data has been weak; and a program will be established for the collection of detailed statistics on the shrimp industry in the South Atlantic and Gulf States. Supervision of the surveys, publication of the data collected, and contracts for special field surveys will be handled from Washington, D. C., at a cost of \$53,000.

Personnel assigned to conduct the statistical surveys will be stationed in the following localities: Atlantic Coast (\$33,000)—Gloucester, Mass., Providence, R. I., Solomons, Md., Beaufort, N. C., Beaufort, S. C., Brunswick, Ga., Coral Gables, Fla.; Mid-West (\$13,000)—Ann Arbor, Mich., LaCrosse, Wisc., New Orleans, La. (headquarters employee will survey lower Mississippi River); Gulf Coast (\$60,000)—Key West, Fla., Fort Myers, Fla., Tampa, Fla., Pascagoula, Miss., Biloxi, Miss., New Orleans, La., Houma, La., Morgan City, La., Galveston, Texas, Aransas Pass, Texas, and Brownsville, Texas; Pacific Coast (\$6,000)—Astoria, Ore., and San Pedro, Calif.

A total of \$143,000 will be expended on economic research. Consumption of fishery products will be studied in public eating places, institutions, etc., which serve 60 million people daily, in order to obtain information useful in increasing markets for fish and shellfish.

Comprehensive economic surveys, similar to that prepared on the domestic tuna industry, will be made for other important fisheries, such as shrimp, scallops, Maine sardines, etc., to indicate trends and strengthen their competitive position. These studies and surveys will be supervised from Washington, D. C., and will include a very large amount of contract research.

Fishery Education and Market Development

Under fishery education and market development, there will be an expansion of the school lunch, locker, and special marketing activities, and inauguration of a program for the development of foreign markets for fishery products. Funds for these projects will be in addition to the \$175,000 that the Service received as a result of legislation now superseded by the Saltonstall-Kennedy bill. This brings the total for this activity to \$300,000.

Employees to be assigned to fishery education and market development work will be stationed in the following localities: Atlantic Coast (\$101,500)—College Park, Md., Washington, D. C., Atlanta, Ga., and Coral Gables, Fla. (contract with University of Miami); Gulf Coast (\$7,500)—New Orleans, La.; and Pacific Coast (\$16,000)—Seattle, Wash., and San Pedro, Calif.

Surveys and engineering studies costing \$43,000 will be made to develop plans for the construction of fishery laboratories at Woods Hole, and Boston, Mass.; Pascagoula, Miss.; and Seattle, Wash.

A total of \$91,500 has been allowed for administrative services. Inauguration of the expanded research program will require additional employment and expenditures in the Service's Division of Administration in Washington, D. C., and in the various regional offices for increased fiscal personnel, and similar administrative activities.

Virginia Oyster Season Off to Good Start

The oyster season for tongers in the Potomac opened on September 15, and according to Capt. Willard Crockett of Tangier, the tongers are doing well. One of his trips sold for \$190, or at the rate of \$2.25 a bushel.

The oyster season for tongers on the James and Rappahannock Rivers opened on the 1st of October. Thirty Tangier tongers are working the oyster beds in the mouths of these rivers. It is reported that the oysters on these beds are fatter and more abundant than the oysters on the Potomac River beds.

Oyster planters on Tangier Island are looking forward to a good season. Walter Haynie, crab packer and owner of an oyster farm in Cod Harbor at the southern end of Tangier, was getting ready last month to take up some of his oysters and sell them to the Crisfield markets.

Crab Potters Catching Fish

Tangier crab pots are not only catching crabs, but fish as well. All last month potters were taking black wills, croakers, and bluefish. Some potters made as much as \$10 a day on such fish.

Croakers Affected by Water Currents

Dexter Haven, biologist at the Virginia Fisheries Laboratory, has been studying the movements and growth of young croakers in Chesapeake Bay. He reports that baby croakers probably hatch in the ocean near the Virginia capes in fall and winter, are found up the rivers, even in fresh water, in spring and summer. The smallest fish, from $\frac{1}{4}$ of an inch to two inches in length, are found farthest up-river.

It has been shown that the water near the bottom of Chesapeake Bay and the rivers is saltier than the surface waters and moves up-Bay and up-river. This sub-surface current carries the tiny newborn croakers up the rivers within a short time after hatching.

Hampton Roads Area Landings

An increase of 457,700 lbs. was shown by fish production in the Hampton Roads area during September, as compared with September last year. The catch for this September amounted to 1,308,100 lbs. with 980,400 lbs. coming from pound nets. Spot was the most predominant among the various species, with landings of 500,700 lbs. Croakers were second with landings of 272,800 lbs.



The "Edith S.", 48' pound net boat owned by Capt. George A. Stanford (inset) of Colonial Beach, Va. She is finished with Pettit paint, and is powered with a Gray Diesel. Mobil products and Linen Thread Co. Gold Medal nets are used.



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The sardine industry in southern New Brunswick found itself pretty much in the doldrums at the end of September insofar as fish production was concerned. The fish school which had been dwindling all the month, petered out altogether in some districts in Charlotte and Saint John counties where the bulk of the sardine catch is landed during normal years.

New Brunswick canners have had to send their boats to Maine waters to obtain fish enough to keep the factories operating even on part time. One plant, that of H. W. Welch, Ltd. at Wilson's Beach, was shut down in September. The Fairhaven factory of the same company is running on part time, while the Connors Bros. Ltd. factories at Black's Harbor and its subsidiaries continue to put up all the fish obtainable. Cargoes of sardines have been obtained in the Whiting River area in Maine, just across the border from where the Canadian factories are located, but the fish are small and the Eastport and Lubec canneries are getting the bulk of the catches.

In the St. Andrews Bay area on the Canadian side of the line sardine landings have been reduced to the vanishing point, and in their place silver hake are being caught and sold. The market for hake has been steady and the price paid to the fishermen by Coast Fisheries, Lubec, Maine is \$10 a hogshead. Fishermen think themselves lucky to get that much for their hake, a product that was worthless for many years until the fish were bought for canned pet food by the Lubec firm.

Land Record Trip of Groundfish

With groundfish so plentiful that Capt. Omer Landeigne and his crew of Lower Caraquet had to raise their drag every thirty minutes, fearing that the drag might burst, a record trip of 75,000 lbs. caught in two and one half days was landed at the W. S. Loggie fish plant in Shippagan, N. B. recently.

Traps and Weirs Wrecked by Hurricane

After the hurricane swept up the Atlantic Coast in September, the windstorms left in their wake much destruction in the fishing villages, especially at Grand Manan which took the brunt of the storms. Hundreds of lobster traps were swept from the breakwaters and wharves there and fishermen's wharves and buildings were wrecked. A number of boats were driven ashore and one valuable lobster boat at Grand Manan was destroyed, only the engine having been saved with a little minor equipment.

Weir property suffered the most. Many of the 100 weirs at Grand Manan were badly damaged and the loss to the fishermen was estimated at more than \$50,000. In other places in southern New Brunswick sardine weirs also were damaged, but the greatest loss along the mainland shores was that of twine marline tops on the weirs.

Fishermen in Charlotte County and Saint John County in southern New Brunswick are busy now estimating their loss of lobster traps and trying to figure out how much can be saved in preparation for the fall season which opens November 15.

Oppose New Trap Lath Spacing

At Grand Manan, lobstermen have asked that the spacing of two lower laths in traps which by government regulation was made wider than before with the intention of permitting small lobsters to escape, be changed back to the original spacing. Lobstermen claim the extra space did not work out as intended and it made the traps more easily damaged. A petition on the island has been circulated and forwarded to the government authorities.

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Vineyard Bailings

By J. C. Allen

Like most places in these general latitudes, we have dug ourselves out of the hurricane wreckage, and when we say "we" the word is all-embracing because both the Island of Martha's Vineyard and the heft of the inhabitants thereof, were more or less fouled up and hove down by the storms.

We have had hurricanes before, but we never, so far as is known, had two of 'em within less than a two-week span. It darned nigh flattened us and you may lay to that!

August and the opening of September promised all sorts of encouragement to the sea-skimmers. The run of sword had been good right up to the end of the season and our single set of trap gear had really paid off. Maybe it's going too far to say that all hands were encouraged but anyhow nobody was particularly down-cast.

And, then on the last of the month we got smashed up as seldom if ever before. And before any real headway had been made at clearing away the raffle, the second hurricane struck and raised its own particular brand of hell ashore and afloat.

Actually, our commercial fishermen did not fare too badly. One of the finest draggers owned here was stove-in and sunk at her dock and some small boats, launches and the like, were more or less chewed up, but not past repairing. Gear and fish-houses and small docks got an awful gruelling and some of 'em disappeared entirely. But the vessels all came through and the heft of the damage can be straightened out, give us time to do it and maybe a few dollars here and there where a man needs a lift. It looks as if some of this was coming through.

Menemsha Basin Hard Hit

Our principal fishing port, Menemsha Basin, used by our own and other fishermen all the time, is still choked and messed up with wrecks as we write up this log. Menemsha, being a small harbor, and well-patronized at all times, suffered most from this circumstance, and it seemed as if it might require an act of Congress to get things moving on account of the damage that was piled up on insurance companies and the salvaging outfits which they commonly employ. Two to three million dollars worth of damage can be accounted for throughout the county and some of it seems bound to raise a lot of hell with business afloat and alongshore.

Fishing Operations Slowed Down

Since the last hurricane the weather on the coast has been generally lousy. Wind, rain, fog, and a swell running the heft of the time. This has meant that operations by small fishing craft have been slowed down considerably. There have been indications of quite a bunch of fish around, bluefish and bonito, mostly, but some bottom fish. But there has not been any real determined effort made to mop up, because it coundn't be done.

The trap, for example, which we mentioned, was wrecked as traps have seldom been wrecked before. Actually capsized, in spite of God knows how many anchors and miles of rope and 40 ft. spiles sunk four feet in sticky bottom.

Such lobster pots as were overboard stayed there and will continue to stay, and of course, among the small draggers there was a stay parted or a butt slacked up or something else that had to be seen to. So things slowed down.

It means, beyond a doubt, that the fleet on the banks will be reduced for a long time to come. We wonder what, exactly, this may mean to those who are able to keep on fishing. It should mean more fish for one thing.

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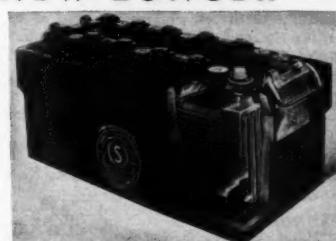
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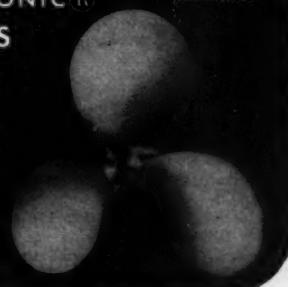
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Provincetown Fishermen Asked For Blowfish

Fishermen of Provincetown who bring in any blowfish are urged to contact Frank Riley, Fish & Wildlife Service agent at Provincetown for channeling the fish to the Marine Biological Laboratory, Woods Hole, for experimentation.

For these experiments, it is essential that the fish be frozen solid while still fresh, and transportation to Woods Hole will be arranged at any time. It is believed that the variety of blowfish present in the Pacific waters contains a substance which produces powerful effects in many animals and is said to be of medicinal value in the study of cancer. Preliminary work done by the Laboratory suggests that the same is true of the local variety.

Maine Quahogs Planted

Two experimental plantings of seed quahogs taken from Maine waters have been made in Massachusetts for the study of growth rates and survival in regions south of their habitat.

Areas selected for the experiments are in Scituate, at the northerly extremity of the quahog range in Massachusetts, and in South Chatham, where quahogs are found in commercially important quantities.

The outcome of this experiment will be of value to biologists of both states.

To Have New Town Pier

Governor Herter announced on September 28 that the State will pay half of the expense of a new town pier for Provincetown, expected to cost \$350,000. Herter said the present pier is rapidly becoming a menace to the safety of the users. It is used by fishermen, Coast Guard and Navy vessels.

Shellfish Constable Resigns

Resignation of Elmer R. Darling, Orleans shellfish constable, harbormaster and wharfinger, effective October 1, has been announced. Mr. Darling has served the town of Orleans as shellfish constable for 17½ years and as harbormaster and wharfinger for a shorter period. He has long been recognized as an authority on Cape Cod shellfish problems and management.

Still Landing Tuna

Tuna and striped bass were still being found on the Lower Cape late last month, and on September 29 Capt. Fields brought in two big tuna weighing 400 lbs. and 245 lbs. dressed and 10 small ones. Capt. Manuel Souza brought in one weighing 445 lbs. dressed, and 33 small ones, with a total weight of more than 1,000 lbs.

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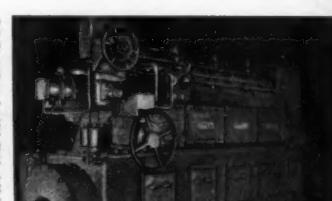
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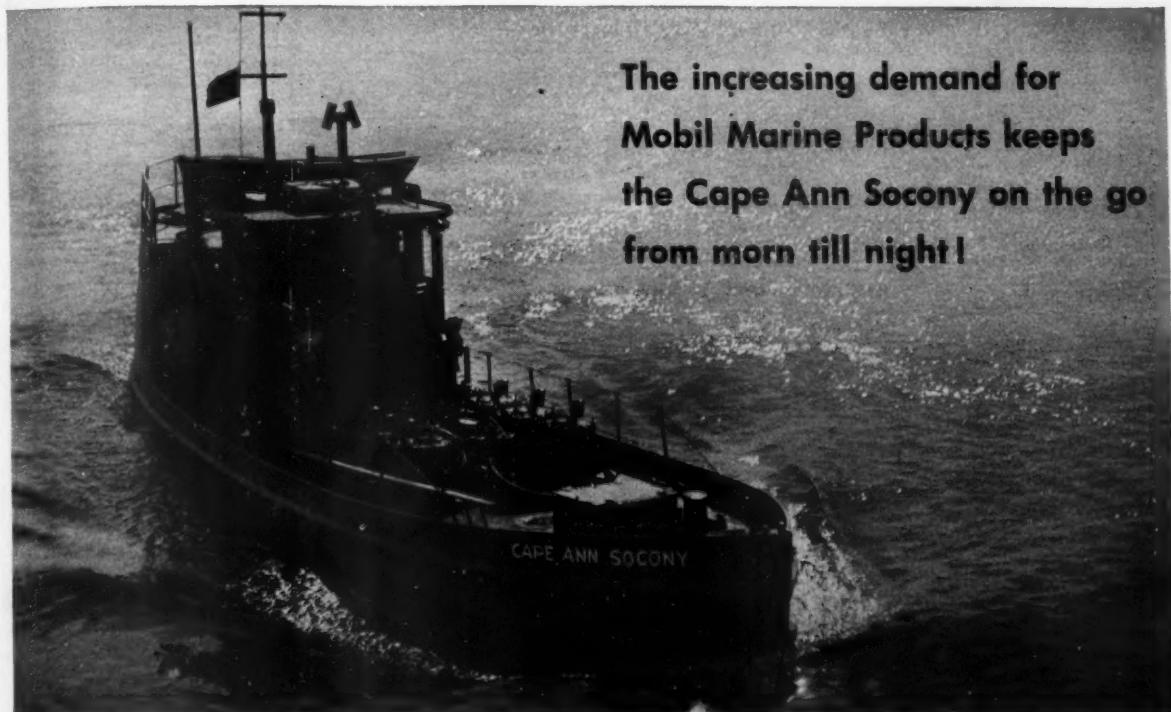
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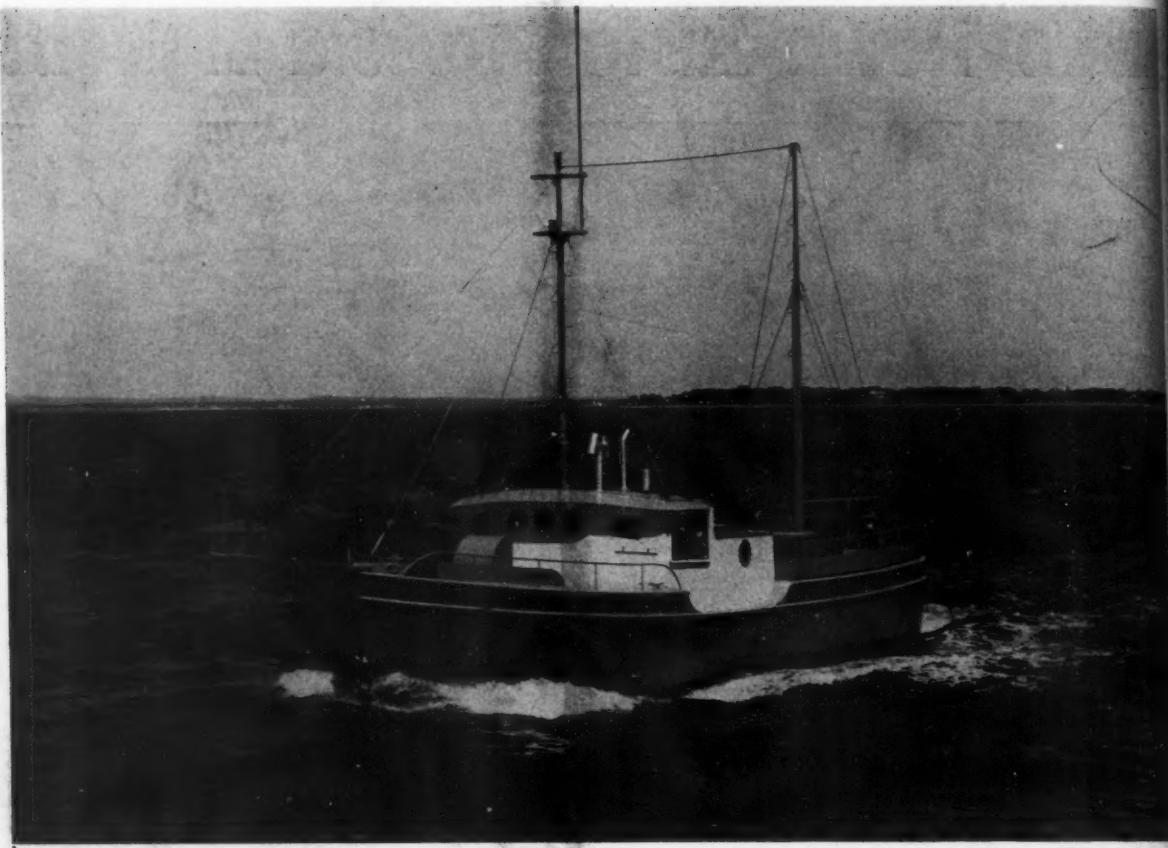
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